

# AMERICAN RAILROAD JOURNAL.

'STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX, No. 48.]

SATURDAY, NOVEMBER 28, 1863.

[WHOLE No. 1,441, VOL. XXXVI.

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Lombard Street, LONDON, is the authorized European Agent  
for the *Journal*.

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efforts. We have before us his official report for the year 1862, of which in all, one hundred and twenty thousand copies have been printed for distribution, through members of Congress, and directly from his own office.

There is no country in the world where its Government has done as much as ours for the diffusion of useful knowledge; we excel any of them in the number of our Exploring Expeditions; and we have also in the Smithsonian Institution a most valuable auxiliary of our system of improvement. And though we owe this last to the generosity of a foreigner, the fact that he endowed it in a princely manner is proof that he preferred entrusting his funds to secure the great interests of humanity, to the Government of the United States rather than to his own, and that he appreciated the spirit and intentions of our Republican system.

The report of Mr. Newton introductory to the volume is full of interesting historical facts. He recalls to our notice the circumstance that as late as 1784, our countrymen had been unable to make much progress in tilling the soil, and that General Washington was extremely anxious that a radical change should take place in our agricultural system, if we can be said to have had any.

The cast iron plough, first constructed in New Jersey, in 1797, did much to break up our long neglected fields, and from that time to the present, the improvement has been constant in the construction of the implements of husbandry. The American spade, axe, hoe, hay fork, reapers, drills, threshing machines and other such contrivances are superior to any others known or in use. The inventive genius of our people in this as in most other practical improvements, is without rivalry, and the consequences are seen and felt in the rapid culture of our new states and territories, and the almost fabulous productions of our roots and cereals.

The United States furnished Great Britain in 1861 with 38,361,671 bushels of wheat or 40 per cent of all it imported, and of Indian Corn 11,705,084 bushels or 57 per cent of all it imported. The report recalls to public attention the opinions of the late Jesse Buel of this State, on the subject of a great national department of agriculture, which coming from such a source will always be entitled to the consideration of our National Legislatures. It appears that up to January 1863

the Commissioner had distributed throughout the Union 306,304 packages of seeds and cereals, besides a large quantity of choice cotton and tobacco seeds, cuttings, bulbs and plants. Of the former, a considerable number were especially sent to California through the medium of the Journal office, and to the United States of Colombia by its Consul in this city. We hear from both these places, that an experiment has been made in the culture of the articles, which promises success. Particular attention has been paid to the extension of the *Alanthus*, as a source of food to the silk worm; to the cottonizing of flax, the introduction of the *Alpaca*, as offering a superior article of wool, and of the opium poppy, always a valuable article of commerce, the cultivation of which was strongly recommended in the *JOURNAL* the last year, for the Pacific coast as a new article of export thence to China.

The volume before us contains many valuable articles, which relate intimately to our commerce, foreign and domestic.

That on the wheat plant from the pen of Mr. Lewis Bollman of Indiana is a valuable contribution to agriculture, and should be read by every grower of this cereal; so those from the same author on cotton and tobacco, which are being largely raised in States new to the culture; and on sorghum, a most valuable product of the West.

An article on American Wild Flowers, by Mr. Thomas Gardner, is exceedingly interesting both to scientific men and amateurs. It is not generally known that these are much sought for abroad, and are carefully cultivated in the finest British Conservatories, nor that until within a few years back, there were continually sent from Europe professional Botanists for the purpose of obtaining them, who made large sums by the sale of our seeds, bulbs and cuttings.

We also find in this volume, very accurate and useful descriptions, embellished with drawings of the most noted and excellent varieties of the apple and pear, worthy of the particular attention of our nurserymen and farmers.

Mr. G. W. Campbell furnishes an article of great importance on the grape, and its improvement by hybridizing, cross breeding and seedlings. It is now a conceded fact that ours is to be a great vine producing country, and will, in not many years

compete successfully in this respect with France and Germany. The manufacture of wine and brandy is going on in California, on a large scale; and Ohio, through the example of the late Mr. Longworth, has also extensively engaged in the culture of the vine and the preparing of its products as a beverage. From both these States, the samples are of extraordinary richness and flavor.

The articles on sheep husbandry, (illustrated) stall fed cattle, the horse, and poultry are all of importance; and that on Entomology, in its relations to the vegetable productions of the soil by Mr. S. L. Bathyon, of Lancaster, Penn., shows how useful science when practically applied, is in preserving them from decay and destruction. There are drawings of the most curious of these insects, which accompany the text.

Farm implements, the health of farmers' families, Coal oil, the Vermont marbles, the preservation of food, a scientific report of Mr. C. M. Wetherill, Chemist of the department; also that of Mr. W. Sanders, the Superintendent of the Experimental Garden, and some reports and tables of agricultural statistics of the States, and California in particular, conclude the volume, which is of very great value, not only for its facts, but the lucid treatment which they receive at the hands of the contributors.

As the JOURNAL, though its speciality is that of Railways, nevertheless devotes much of its space to subjects of finance and navigation, we deem this subject of agriculture in its various ramifications so closely connected with them, that we need make no apology for the insertion of this article. In the words of Mr. Newton, "agriculture furnishes the food of the nation, the raw materials of manufactures, and the cargoes of foreign and domestic commerce. When agriculture prospers, all other interests prosper, when this fails, depression, panic and ruin ensue."

And we may add that but for our agricultural products our great Railway system could neither have been inaugurated, or carried to its present enormous extent, have been in such constant activity, or realised such profits to the enterprising men that have constructed them.

#### Rutland and Burlington Railroad.

We learn from the Montpelier Freeman that Chancellor Barrett has refused the petition of the trustees of the first mortgage bondholders of the Rutland and Burlington Railroad to take the road out of the hands of the trustees of the second mortgage bondholders and give it to them, or to appoint receivers until the suit for the foreclosure of the first mortgage is decided.

#### Trains from New York to Washington Direct.

For the first time, on Monday, 23d inst., a train of passenger cars from New York passed through Philadelphia direct to Washington, and also a train from Washington to New York. The trains from New York pass over the Philadelphia and Trenton Railroad until they connect with the Richmond branch of the Reading Railroad, and thence across and down the banks of the Schuylkill to the Junction Railroad, and over that until it connects with the Pennsylvania Railroad, and by this means reaches the Baltimore road. This is the route which the property owners along the line of the proposed connecting road desire the Philadelphia and Trenton road to

adopt. For the present, there will be two through trains daily passing over this route. Before the first of January all the trains, both freight and passenger, are expected to run between New York and Washington without any change whatever, using locomotive power, by the Junction railroad.

#### Oswego and Rome Railroad.

This enterprise is progressing favorably. Those having the work in charge are laboring energetically, and we understand that four miles of the grading at the terminus will be completed in a few days, while within two miles of our city four hundred men are busily engaged in "casting up a rail-way." The road will be finished on time, judging from the progress already made.—*Oswego Times.*

#### Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 18th inst. Hon. John P. Kennedy was called to preside, and Mr. J. I. Atkinson was appointed Secretary.

On the organization of the meeting, John W. Garrett, Esq., the President of the company, explained briefly the causes which had led to the delays in furnishing the Annual Reports. The Report for 1861 (being the Thirty-fifth Annual Report,) was then presented by the President. It is as follows:

#### OFFICE OF THE BALTIMORE AND OHIO RAILROAD COMPANY, Oct. 1st, 1863.

At the annual meeting of the stockholders of the Baltimore and Ohio Railroad Company, held in Baltimore on the 18th of November, 1861, the President and Directors submitted the following statement:

#### OFFICE OF THE BALTIMORE AND OHIO R. R. CO., Baltimore, Oct. 1, 1861.

The charter of the Baltimore and Ohio Railroad Company makes it the duty of the President and Directors to exhibit to the Regular Annual Meetings of the stockholders a clear and distinct statement of its affairs for the preceding year.

In accordance with this requirement, annual reports have, heretofore, been uniformly submitted. On this occasion, however, the President and Directors find it impossible to accomplish the usual course; and—in view of the condition of the road, and the circumstances affecting the entire business of the company, which are too well-known to require recapitulation—are obliged to postpone the accustomed statement. Whilst the delay has become a necessity, from the destruction of the bridges and much other property of the company, especially from Harper's Ferry to Cumberland, and the consequent cessation of the use of the Main Stem between those points, it is hoped that, at an early period, the entire line can be reopened. So soon as this highly important result can be achieved, the masters of transportation of road, and of machinery, will proceed to obtain the requisite data, to ascertain accurately the extent of damages, the state of the supplies of the road, and of the machinery, in order to prepare the reports of their respective departments.

To meet promptly the unprecedented crisis, and the difficulties by which it has been surrounded, vigorous and continued efforts have been made by the most careful and economical system, in every branch of its affairs, to protect and promote the interests of the company.

Full preparation is also being made to restore our great artery for effective service at the earliest practicable moment.

It is gratifying and proper to inform the stockholders that the first six months of the fiscal year presented a large and profitable traffic, and that, notwithstanding the interruption of its business, the immense destruction of its property, and the grave and varied embarrassments complicating the management, the Board have been able to meet all the engagements of the company, and

expect to continue to maintain its credit and financial position at that high and reliable standard, so important to all the great interests involved. The full report of the affairs of the company, for the fiscal year, will be furnished as early as the requisite statistics shall be obtained—

The hope then expressed that at an early period the entire line would be re-opened was not realized. General possession was taken by the confederate forces on May 28th, 1861, of more than one hundred miles of the Main Stem, embracing chiefly the region between the Point of Rocks and Cumberland. Occasional movements were also made, accompanied by considerable destruction upon the roads between Cumberland and Wheeling, and Grafton and Parkersburg, during this fiscal year.

The protection of the Government was not restored throughout the line until March, 1862, when the reconstruction was pressed with great energy, and the road re-opened on the 29th of that month.

During this period the destruction of the property, bridges, and tracks of the company was of the most extensive and serious character.

The large and costly machine shops and engine houses at Martinsburg were greatly damaged, fourteen locomotives and tenders, and a large number of cars, much machinery from the shops, and portions of nine additional engines were taken from the road and transported by animal power over turnpikes to Southern railways, and thus entirely lost to the company.

Forty-two locomotives and tenders, 386 cars, chiefly coal, twenty-three bridges, (including three between Cumberland and Wheeling, three on the Northwestern Virginia road, and the great bridge at Harper's Ferry,) embracing one hundred and twenty-seven spans, and a total length of 4,713 feet, were also destroyed or damaged to a great extent, by fire, and numerous engines and cars were thrown into the Potomac, the Opequon and other streams. Thirty-six and a half miles of track were torn up, and the iron and track fixtures removed for use on Southern roads. The lines of telegraph for one hundred and two miles, two water stations, and much other valuable property, were also destroyed.

When this information was ultimately obtained, the unadjusted condition of the accounts of the company with the Government further postponed the preparation of the annual reports. During the past month the terms of settlement for the general services of the company have been decided upon, and the President and Directors are therefore enabled to present the requisite statements and to prepare the reports for the past fiscal years.

Under the extremely difficult and adverse circumstances connected with the management, the system of economy and thorough supervision of the expenditures of the company have again produced results fully as favorable as could have been anticipated.

The Board, therefore, present the accompanying reports from the Treasury, Transportation, Road and Machinery Departments, with satisfaction.

#### I.—OF THE MAIN STEM.

The liabilities and assets of the company are shown in the Treasurer's Statement A. The Revenue and Working Expenses are exhibited in Statement B.

The gross earnings of the Main Stem have been \$3,211,425 70, showing a decrease of \$710,777 24, compared with the preceding year, and of \$407,192 75, with the fiscal year of 1859.

The expenses of keeping the road and machinery in repair have amounted to \$1,291,094 91, being 43.81 per cent. upon the earnings, exhibiting an increase of 2.10 per cent., compared with the previous year, and a decrease of 8.25 per cent., compared with the fiscal year of 1859.

The following analytic statement is presented, in order to furnish particulars of earnings and expenses, in comparison with the two preceding years:

**Main Stem.** Comparative statement of the earnings and expenses for the fiscal years 1859, 1860, and 1861:

	1859.	1860.	1861.
Earnings	\$3,618,613 45	3,922,202 09	3,211,425 70
General expenses	28,481 65	32,730 08	20,743 40
Losses by accidents, &c.	7,614 71	4,766 81	6,790 99
Expenses of Transp'n.	533,487 03	480,477 26	418,837 97
Repairs of railway	346,206 88	418,074 19	465,074 16
Repairs of water stat'n.	7,210 99	5,087 64	3,918 16
Repairs of depots	18,547 08	26,431 86	26,964 86
Repairs of bridges	18,588 38	30,522 69	42,612 53
Repairs of telegraph	2,277 70	2,708 75	2,595 73
Repairs of stationary machinery	24,543 84	25,809 37	17,456 01
Watching cuts	30,766 59	29,421 80	22,819 90
Watching tunnels	1,443 15	1,632 60	1,225 80
Watching bridges	6,168 95	6,393 65	7,948 85
Pumping water	9,917 33	6,732 70	7,601 92
Repairs of locomotives	281,458 16	230,704 72	138,006 79
Repairs of dump cars	1,959 18	1,314 63	1,407 90
Repairs of pass'g'r cars	49,308 50	38,088 71	25,601 14
Repairs of burden cars	179,798 64	151,843 31	77,493 38
Cleaning engines & cars	39,661 95	32,805 25	23,238 00
Contingent expenses of machinery departm't.	3,149 25	3,437 83	1,306 96
Fuel	73,517 36	73,378 17	71,519 26
Preparing fuel and filling tenders	20,802 54	12,087 76	9,929 17
	\$1,684,997 84	1,616,615 61	1,391,994 91

It is shown that the earnings, in comparison with the preceding fiscal year, have decreased \$710,777 24; and that the working expenses have been reduced \$225,520 70, exhibiting a comparative decrease of net profits of the Main Stem of \$485,256 54. As compared with the fiscal year 1859—the decrease of earnings being \$107,192 75, and of the working expenses \$293,902 93—the decrease of net profits amounts to \$113,289 82.

Notwithstanding the serious embarrassments of its business and the reduced earnings, the company continued to make its purchases for cash, and maintained itself entirely free from floating debt.

By comparing the financial condition of the company presented at the close of the preceding fiscal year, it will be seen that the following payments were made:

For increase of the sinking funds, exclusively by investments of the current net earnings, viz: The sinking fund for the redemption of the City loan to \$763,084 45, being an increase of .....	\$50,238 00
For the redemption of the mortgage debts to \$686,055 06, being an increase of .....	117,500 00
For the redemption of the ground rents at Camden Station, \$81,469 93, being an increase of .....	6,500 00

Aggregate increase of sinking funds \$174,238 09

For rolling power—payment to Ross Winans for locomotives, under contract assumed from the Northwestern Virginia Railroad Company.	17,024 00
For additional advances under the agreement, after crediting all earnings received to the Northwestern Virginia Railroad Company for payment of interest, (including \$45,000 on the bonds of that company, guaranteed by the City of Baltimore,) and for expenditures in improving the condition of the road, &c .....	259,061 61
For semi-annual cash dividend of 3 per cent. on the capital stock, on October 27th .....	303,387 00
For semi-annual cash dividend of 3 per cent. on the capital stock, on the 16th April last .....	303,396 00

Exhibiting a total of..... \$1,057,106 70

The balance of cash in the Treasury on the 30th of September, 1861, was \$30,565 20, after deducting \$165,000 for payment of interest on the city loan and the bonds of the company, which matured on that date.

The uncollected earnings amounted to \$885,176 26, a large portion of which was due from the United States.

**Statement C** of the Treasurer presents the account of profit and loss.

After charging interest and ground rents for the twelve months, \$895,518 09, and crediting the dividends and the rent received for six months from the Washington Branch, the increments of the sinking funds, house rents paid into the treasury, the difference in the amount of materials on hand in the machinery department, and the earnings, less all expenses—the net gain is shown for the fiscal year of \$1,178,614 07, being upwards of eleven and a half per cent. on the capital stock.

After all deductions, including semi-annual dividends, paid October 27, 1860, and April 16th, 1861, which amounted to \$606,783; the profit and loss account presented a surplus of \$4,312,977 43.

In connection with these results, it was requisite that a sufficient amount should be reserved for the restoration of the equipment and property of the company lost and destroyed during the year.

## II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is shown by the statements of the Treasurer, D, E and F.

It will be seen by statement E that the earnings for the year amounted to \$438,139 69, exhibiting a decrease of \$24,740 75 compared with the previous year.

The partial expenditures charged were \$116,415 34, being \$56,626 99 less than in 1860, which produced the net sum of \$321,724 35, and presented an increased comparative gain of \$31,886 24.

The ratio of expenses to earnings, for 1859, was 39.28; for 1860, 37.38; and for 1861, 26.57 per cent.

A semi-annual dividend of 4½ per cent. was paid in October, 1860, and the same in April, 1861.

During the first six months of the fiscal year the accounts of the earnings and expenses were kept upon the same principles as for previous years.

Upon the commencement of the war in April, 1861, the character of the business of the road materially changed. In order to meet the requirements of the Government for prompt and heavy transportation it became necessary to use a large portion of the engines and general equipment of the Main Stem, and the services of its officers and employees.

Under these circumstances a system has been adopted by the Board by which the earnings are equitably divided, upon a basis requiring all the expenses connected with transportation, the use and repair of machinery, and of the shops and stations of the company in Baltimore, to be paid and furnished by the Main Stem, the expenses of the road department alone being charged to this road.

Of the expenditures upon the road, charged during that year, a large sum was for the construction of additional track and sidings, thus adding to the permanent improvement and facilities of the road.

It is satisfactory that, under such serious interruptions, derangement of its business, and the peculiar difficulties to which it was subjected, the Washington Branch has realized this improved net result.

## III.—OF THE NORTHWESTERN VIRGINIA RAILROAD.

Statement G, of the Treasurer shows that the earnings of this road, for the fiscal year, amounted to \$350,531 93, and the working expenses to \$309,922 14.

The exhibit is accompanied by the remark that "in consequence of the incomplete condition of this road, considerable sums which, from the difficulty of accurate adjustment, appear in the statement charged as repairs, properly belong to construction," thus explaining the large ratio of working expenses.

The earnings were \$81,328 61 greater than for the previous year, whilst the expenses were increased \$115,335 49.

The ratio of working expenses to the earnings

for 1858, was 102.12; for 1859, 82.55; for 1860, 72.28; and for 1861, 88.41 per cent.

## GENERAL REMARKS.

The aggregate earnings, working expenses and net results of the Main Stem, Washington Branch, and Northwestern Virginia Road for the fiscal year have been, viz:

	Gross Earnings.	Expenses.	Net Earnings.
Main Stem.	\$3,211,425.70	1,391,094.91	1,820,330.79
Washington Br.	438,139.69	116,415.34	321,724.35
N. W. Va. R. R.	350,531.73	309,922.14	40,609.59

Total..... \$4,000,997.12 \$1,817,452.39 \$2,182,644.73

During the year five thousand eight hundred and one tons of rail were used, relaying sixty-one and three quarter miles of the Main Stem with new iron. One hundred and fifty-one thousand three hundred and thirty-seven new cross-ties were placed in the track. The condition of all portions of the road in possession of the Company was fully maintained.

The receipts for passengers on the Main Stem, which included the transportation of troops, were \$887,159 04, presenting an excess over the preceding year of \$189,423 60.

It is remarkable and peculiarly gratifying that although the Company was environed with most unprecedented dangers and difficulties, yet this large and increased transportation was conducted without an accident involving the life of a single passenger.

In closing this report, the Board cannot withhold a special tribute of admiration and regard for the singular courage, skill and fidelity exhibited by the officers and employees of the entire service. Their effective devotion to their duties in the midst of unparalleled losses and perils has enabled the Company to realize relatively satisfactory results, and has elicited universal remark and appreciation. By order of the Board.

JOHN W. GARRETT, President.

No other business being presented, the Stockholder meeting adjourned for the purpose of electing Directors to serve for the ensuing twelve months.

Messrs. John P. Kennedy, Wm. J. Albert and Miles White officiated as Judges, and on counting the votes it was found that the following gentlemen were unanimously re-elected by a vote of 27,503 shares:

Johns Hopkins, Samuel W. Smith, Francis Burns, William A. Hack, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, William Heald, Galloway Cheston, William W. Taylor, Samuel Kirby.

At a subsequent meeting of the board of directors, John W. Garrett, Esq., was re-elected President of the company for the ensuing year by an almost unanimous vote.

## Michigan Southern and Northern Indiana Railroad.

By the following circular, issued on the 12th inst., it will be seen that important changes have been made in the management of the M. S. & N. I. R. R.:

TOLEDO, O., Nov. 12, 1863.

Mr. Henry H. Porter is appointed General Superintendent of this Company to enter upon his duties immediately. His office will be in Toledo.

Mr. Charles Paine is appointed Chief Engineer of this Company, to co-operate with the Department of the General Superintendent, and is charged with the duty of maintaining the Works of the Road. He will enter on his duties on December 1st prox., or as soon as he can be relieved from his present position.

The office of the Chief Engineer will beat Toledo.

M. L. SYKES, JR.,  
Vice-President.

Mr. Porter has for several years past occupied the position of General Freight Agent of the Road at Chicago.

**Safety Platforms---Bumpers and Couplings.**

We recently called the attention of our readers to an invention of Col. Miller, a practical railroad Engineer of Wisconsin, by which it would appear absolute safety can be secured to passengers in railway trains. In other words, that in case of collisions, running off the track, &c., the trains would neither telescope nor drag each other off. If there be any possible contrivance to provide against these disasters, it should receive the immediate attention of our Eastern Companies. Col. Miller has obligingly sent us the following description of his inventions. They consist of a peculiarly constructed *platform* and *bumper*, and a *coupling* adapted to the platform, and also applicable to ordinary freight cars. The platform is strengthened by a strong iron beam which acts also as the coupler, and has a "stop" or "gate," to prevent accidental uncoupling, the whole so contrived and arranged as to constitute a *neat*, *tasty* and *artistic*, coupling while its composition and construction are as simple and cheap as the "bumper link and pin" now in use. The following are some of its results:

1st. The cars couple themselves upon coming together.

2nd. They are coupled as close together as desired.

3rd. The train is shortened, bringing the resistance nearer the power.

4th. The cars can be pushed or moved on the yard without coupling, if desired.

5th. They can be attached to cars as now in use, and coupled with other couplings.

6th. The couplings are not rights and lefts, but are all exactly alike, and consist of a "coupling beam" and "stop."

7th. They admit all the necessary or desirable "Shuck" or motion of the cars, longitudinal, lateral or vertical.

8th. They will not uncouple by jarring or "Schucking," on a rough road provided the cars keep on the track.

9th. They can be uncoupled at full speed, without "slacking" the train, to make a "running switch."

10th. They can be uncoupled easier and quicker standing or running, than any contrivance now in use.

11th. If desired almost all the "Shucking" of the cars may be prevented.

12th. They will support the car body, in case a truck, axle or wheel shall break, and carry the same to the next or any other station or depot.

13th. By a simple and cheap modification, they will uncouple when the car runs off the track, the uncoupling to occur at any stated distance from the track.

14th. They strengthen the platform, and together with its peculiar construction, render the breaking off of the platform almost impossible.

15th. The platform is so constructed as to act also as the "Bumper," and, as the platform cannot be broken off, and the coupling prevent the platform from getting *upon* or *under* each other. "Telescoping" must be impossible.

16th. As the adoption of this invention involves, in some instances, the construction of new platforms, the difficulties caused by the variation in the height of platforms may be remedied.

17th. Passenger car platforms may vary in

height from 1 to 5 inches without any inconvenience in bumping or coupling.

18th. Freight cars may vary from 5 to 10 inches in height of bumpers without any inconvenience in coupling or bumping.

**RESULTS.**

The 1st result is valuable in adverse proportion to the losses in human life and limbs, by going between the cars to couple them.

The 2nd is valuable to passenger trains, as it brings the cars close together, shutting out a large portion of the dust from the track, and rain and cinders from above, and prevents persons from falling between the platforms.

The 3rd is valuable to freight and all other heavy trains, as it enables the engine to draw them with less power, or a greater number of cars with the same power. And particularly a road having steep grades and sharp curves. It will also prevent men upon freight trains from falling between the cars when in motion.

The 4th, 5th, 6th, 7th and 8th are, at least, equal to that of any other coupling now in use.

The 9th, 10th and 11th are great improvements upon the coupling now in use.

The 12th is a valuable improvement, as it prevents long detention by "breakdowns" on the track.

The 13th is valuable, as the car that runs off the track may draw others after it unless it is detached.

The 14th is very valuable. In time of imminent peril the safety of the company's property, and the lives entrusted to their care may depend upon the coolness and courage of the Brakemen. "Coolness and courage" are promoted by a sense of safety. The post of the Brakeman is upon the Platform. Make that the safest place and you will find him *there* in time of danger.

The 15th is most valuable to Passenger coaches, for, as the bumpers, couplings and platforms are now constructed and used upon all the roads that we have seen, "Telescoping," which is the running of one car into another like the joints of a telescope, is almost a sure consequence of a collision or a "run off the track" even at a low rate of speed.

The 16th is calculated to bring all railroad platforms to the same height. This is desirable, for although these couplings will work better than any other on cars or platforms of different heights, yet, it is better to make the platforms all of the same height.

The 17th is in reference to old cars, too old to warrant further expense.

The 18th relates to freight cars, they are frequently altered in height by changing the trucks, substituting sound for broken ones, as the trucks are not always all of the same height, the change alters the height of the car and bumper. These differences range from 1 to 6 inches on all cars, (old and new) but in new cars alone from 1 to 3 inches. These bumpers will accommodate themselves to any changes and differences, and all cars having them on, will couple when they come together.

These ideas of Col. Miller, appear to us to be original and fully sustained by his comments. We learn that several Engineers in the West to whom the drawings and models have been shown, approve of the invention; but as the capital and the man-

agement of the Western Companies are mostly in New York, it is here the first applications of the improvements should be considered.

It is due to the traveling public that these new platforms and couplings should be immediately tried on some of the roads terminating in this city, where we have had our full share of accidents. And we presume there is in the management of these roads, scientific knowledge enough to appreciate the principles on which Col. Miller proposes to put an end to an unnecessary destruction of life.

**New York Central Railroad.**

At a meeting of the directors of the New York Central Railroad Company, held at the office of the company, at the Exchange, in the city of Albany, on the 19th and 20th days of November, 1863:—

Present—Erastus Corning, Albany; Dean Richmond, Buffalo; John H. Cheell, Auburn; Alonzo C. Paigh, Schenectady; John V. L. Pruy, Albany; Nathaniel Thayer, Boston; Livingston Spraker, Pal Bridge; Jacob Gould, Rochester; Cornelius D. Tracy, Troy; Charles H. Russell, New York; Richard M. Blatchford, New York; Hamilton White, Syracuse; H. H. Martin, Albany.

Messrs. Blatchford, White and Tracy laid before the Board a circular to the stockholders of the company, issued by them on the 16th inst., in reference to certain charges publicly made against the administration of the road, which was read, and the subject to which it related considered. Whereupon it was unanimously—

Resolved, That this Board approve the course thus adopted, and both officially and personally assure the stockholders of the company that its affairs have been managed without reference to the advancement of any particular party, but with the view in good faith of promoting the business of the company and its financial prosperity, in which the members of the Board as stockholders have a large interest.

Resolved, Unanimously, that the Board point with great satisfaction to the act that nearly all the large permanent improvements made since 1854 on the line of the road, and its business accommodations and facilities, which have added largely to its value and efficiency, have been paid for out of income, and the debt of the company at the same time largely reduced by the operation of its established sinking funds.

On motion this further minute was also adopted:—

The Board might perhaps rest here, but as the usage of the company has been to present the annual report of its condition and affairs required to be made by law at the stockholders' meeting in December, they do not consider it improper at this time, when the company is assailed, and the conduct of its directors misrepresented, to anticipate somewhat that which would otherwise have been delayed till that meeting.

On the occasion of the dividend declared in July last, the very favorable results of the business of the road had not been fully developed; nor, in the opinion of a majority of the Board, sufficiently so in the receipts down to June to sanction a dividend beyond three and a half per cent then made. Now, however, the experience of the successful operations of the company, and their realization of largely increased income, determine them to divide to the shareholders the results of this increased prosperity of their company, and next month to declare a semi-annual dividend for the current six months ending the 31st of January, 1864, of five per cent, with the confident hope that this rate can be hereafter maintained.

A copy from the minutes.

ROBERT L. BANKS, Secretary.

**Wallkill Valley Railroad.**

A new railroad is to be constructed in this State under the corporate name of the Wallkill Valley Railroad. Its location and prospective advantages are thus described:

It will diverge from the Newburg branch of the Erie Railway at Washingtonville, and pass through the northern portion of Orange county, and, touching at the village of Walden, will enter Ulster county, and terminate for the present at Shawangunk village, on the Wallkill river, thirteen miles from the starting point, and seventy-three miles from New York via the Erie Railway. The survey of the route has been made, and the cost estimated at \$16,320 per mile, or a little over \$212,000 for the entire construction.

The country through and into which it penetrates cannot be surpassed for healthfulness, productiveness and beauty of natural scenery, and is without a rival in its capacity for dairy products, besides abounding with fine water power, very little of which is yet made use of.

The produce of this magnificent valley is now carted by the farmers across the grain of ridges and valleys to Newburg, from ten to twenty-five miles, the difficulties of which transit debar them from selling many articles, such as fruits, vegetables, milk, etc., and also from the advantages of having large numbers of boarders from New York during the summer. With this road constructed, cheap and easy access would be secured into that country, and a new field opened for milk and other supplies to the citizens of New York, and a new region furnished them to retire to by rail during the hot and sickly summer months. The road will eventually be extended on north, down the valley of the Wallkill to Kingston, the county seat of Ulster, and so on to Catskill and Albany, making a west side road, so much needed by the people west of the Hudson river.

**Union Pacific Railroad.**

The appointment by the President of Springer Harbaugh of this city, and J. T. Carter of Illinois, as the two Government Directors of the Pacific Railroad, was announced yesterday by telegraph. No selection could have been more judicious, and none could have given greater satisfaction in this community, where he has been so long and so favorably known, than that of Mr. Harbaugh. If the President has found in his Illinois colleague a man of equal intelligence, honor, probity, and well matured business capacity, as he has found in Mr. Harbaugh, he has indeed been fortunate. It is a position of vast responsibility, requiring the exercise of great firmness, clear and comprehensive judgment, and farseeing sagacity.—*Pittsburg Gazette*.

**Dummy Engines.**

The Philadelphia and Frankford Railroad Company have, for some time past, agitated the subject of employing dummies for the road, instead of the little horse cars now in use. The track of the new road, which has been recently constructed in the middle of the plank road leading to Frankford, prevented the employment of these engines sooner. The road was built strongly and substantially, and a line of cubical stone blocks braced against the rails, to prevent them from slipping, extended along the entire track. When the dummies were placed upon the road, the stones were found to be elevated too much for the engines, and workmen were employed to break them down.

Last week the dummies ran between this city and Frankford, more as a matter of experiment than for a permanent thing. They succeeded admirably. Up hill and down hill, they ran with the same ease as on a direct track. The shortest curves were turned without difficulty, and when stopped on the curve no trouble was experienced in starting. The usual time between the city and Frankford is forty-five minutes. The dummies did it in nineteen. They have the front platform enclosed, and are a little longer and higher than the present cars, and are heated by pipes set in the floor, under the feet of the passengers. An alarm bell is stationed on top of the engine. The

company at present employs three, and more are building.—*Philadelphia Inquirer*.

**Frankford and Holmesburg Railroad.**

This company has published its prospectus, containing briefly a statement of the necessities and advantages which have impelled it to undertake the construction of a railroad from Frankford to Holmesburg and Bustleton. The citizens of that vicinity were not sufficiently accommodated with facilities for traveling to and from the city by the only railroad line in that vicinity. This part of the country is one which is believed to be as attractive and inviting a residence as Germantown and Chestnut Hill, and if similar traveling accommodations are extended, will soon rapidly increase its population, as there is a continually growing demand from the city, for desirable places of residence in the country. The advantages that will accrue from the construction of the road seem to be two-fold, viz., first, to property holders themselves, in the enhanced value of their estates and the increased facilities of transportation; and second, to the whole population, in having a more convenient and easy way of communication with the city. Bustleton, and its neighborhood, especially, will then have what is now so much needed, an outlet to the city for both people and products, and the advantages of business men and retired citizens locating in that beautiful and attractive region of country. Trade will be stimulated by the necessary increase of travel and transportation in the city itself, and thus the new road will be of mutual advantage to town and country. The road is to be worked with "dummy" engines at fares as low as the city rates, and the cars run hourly or half hourly as the wants of the people may require. From Holmesburg to Frankford will be run in fifteen minutes, and thence to the city depot of the Frankford road, by steam, in twenty minutes, making thirty-five minutes in all. The prospects of the road are so favorable that the company believe it will be dividend paying very soon after it commences running.—*Philadelphia Ledger*.

**Union Pacific Railroad.**

"We had the pleasure yesterday of making the acquaintance of B. B. Brayton, Esq., Civil Engineer, who arrived by Sunday evening's coach from the East, upon a reconnaissance for the Pacific Railroad route. He is in the employment of the Union Pacific Railroad Company. His errand, more particularly, is to examine the Cheyenne Pass of the Black Hills and Bridger Pass of the Rocky Mountains, for which purpose he starts north in a day or two. Mr. Brayton comes with the highest recommendations as an Engineer—in fact, his reputation is too well established in the West to admit of question.

"Mr. B. and Mr. Dye of the M. & M. Road, have already begun the Pacific Survey at the Missouri river, the former beginning at the mouth of the Platte and following up the margin of that stream, while the latter runs directly west from Omaha. The two lines intersect near Fremont, to which point they are completed before this time. Both were well along before Mr. B. left. From that point, a single trail line will be continued onward to the mountains.

"We hope that before his return to the East Mr. Brayton will devote a little time to the examination of the passes west of this city at the head of Clear Creek and the South Platte. By one or the other, we confidently believe will be found the shortest and most feasible route to the Pacific.—*Denver News, Oct. 27.*

**Railways in India.**

The railways in India now opened are; on the Great Peninsula, 495 miles; East Indian, 750½ miles; on the Madras, 448 miles; Bombay, Baroda and Central India, 187½ miles; on the Scinde, 105 miles; Punjab, 32 miles; Eastern Bengal, 110 miles; Calcutta and Southeastern, 28½ miles; Great Southern, 70 miles, in all, 2,235½ miles.

■ We understand that the directors of the Old Colony and Newport railroad Co., passed over their line on the 23 inst., direct from Boston to Newport by rail; the grading and bridges being so far completed as to admit of that performance.

■ The Montreal *Gazette* says that the people of New Brunswick, failing to get a railway to Canada, are preparing to build one to Maine, thus "binding themselves by another commercial link to the United States."

**New York Canals.**

It is understood that the Canals will be kept open, until the 5th of December next.

**Railroad Earnings--Weekly.**

The traffic of the Great Western Railroad for the week ending Nov. 13, 1863, was as follows:

Passengers	.....	\$22,273	56
Freight and live stock	.....	37,334	49
Mails and sundries	.....	1,668	92
Total	.....	\$61,276	97
Corresponding week of 1862	.....	69,443	11

Decrease.....\$8,166 18

The earnings of the Grand Trunk Railway for the week ending November 7, 1863, were:

Passengers	.....	\$28,019	45
Freight and live stock	.....	64,446	67
Mails and sundries	.....	2,800	00
Total	.....	\$95,266	12
Corresponding week, 1862	.....	99,522	53

Decrease.....\$4,256 41

The earnings of the Chicago and Northwestern Railway for the 2d week in November, 1863, were.....\$37,655 42  
Do., 1862.....26,596 55

Increase.....\$11,058 88

The approximate earnings of the Marietta and Cincinnati Railroad, in the 2d week of November, 1863, were.....\$18,179 75  
Do., 1862.....13,766 18

Increase.....\$4,413 57

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in Nov. have been.....\$33,524 83  
Same week, 1862.....32,741 23

Increase.....\$788 60

Total from January 1, 1863.....\$1,061,144 19  
" 1862.....1,047,701 08

Increase.....\$13,443 16

The earnings of the Chicago and Alton Railroad for the 2d week of November, 1863, were:

Passengers	.....	\$12,172	82
Freight	.....	28,727	97
Sundries	.....	1,661	84
Total	.....	\$42,562	63
Same week last year	.....	34,937	85

Increase.....\$7,624 78

The earnings of the Galena and Chicago Union Railroad for the 2d week of Nov., 1863, were:

Freight	.....	\$42,266	26
Passengers	.....	10,371	19
Mails	.....	1,800	00
Total	.....	\$53,937	45
Same week, 1862	.....	40,871	51

Increase.....\$13,065 94

## PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

## PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Divds.	Rate.	Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	12,494,900	6	6		
Berkshire (guaranteed)	600,000	7	7		
Boston, Concord & Montreal (pref.)	800,000	6			
" " " (new pref.)	554,000	6			
Buffalo, N. Y. & Erie (guaranteed)	850,000	7			
Camden & Atlantic (preferred)	620,800	7	23		
Catawissa (preferred)	1,150,000	7	31		
Chemung (guaranteed)	350,000				
Cayuga & Susquehanna (guaranteed)	343,500				
Cheshire (preferred)	2,017,525	7	49		
Chicago & Alton (preferred)	2,464,336	7	96		
Chicago & N. W. (preferred)	7	56			
Cochecto (preferred)	177,750	8			
Ct. & Passaic Rivers (guarant'd)	49,200	6			
" " " (preferred)	833,000	6	51		
Cumberland Valley (1st preferred)	241,900	8	8		
" " " (2d preferred)	243,000	8	8		
Detroit & Milwaukee (preferred)	1,500,000				
Dubuque & Sioux City (preferred)	1,982,180	7	72		
Elmira, Jeff. & Canandaigua (guar.)	500,000				
Elmira & Williamport (preferred)	500,000				
Erie (preferred)	8,535,700	7	102		
Hannibal & St. Joseph (preferred)	5,300,523	7	41		
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7		
Housatonic (preferred)	1,180,000	8	4	74	
Indianapolis & Madison (preferred)	830,000	7			
Kennebec & Portland (preferred)	247,000	6			
" " " (new pref.)	125,000	6			
Lackawanna & Bloomsburg (pref.)	500,000	7			
Marietta & Cincinnati (1st preferred)	5,105,384	7	71		
" " " (2d preferred)	3,424,169	7	51		
Michigan S. & N. Indiana (guar.)	2,892,000	8	141		
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	103		
" " " (2d pref.)	1,014,000	7	87		
Milwaukee & St. Paul (preferred)	2,256,000	7			
New Haven & Northampton (guar.)	1,010,000	4			
New York & Harlem (preferred)	1,500,000	8	110		
Paterson & Hudson (guarant'd)	1,000,000	6	8		
Paterson & Hudson (guarant'd)	630,000	8			
Peoria & Bureau Valley (guarant'd)	248,000	5			
Philadelphia & Reading (preferred)	1,200,000	6			
Philadelphia & Trenton (guarant'd)	1,551,800	7	58		
Pitts., Ft. Wayne & Chicago (pref.)	1,000,000	10			
Pittsfield & North Adams (guar.)	2,000,000	7	90		
Portland, Sac & Portsmouth (guar.)	1,500,000	6	6		
Rutland & Burlington (preferred)	382,700	8			
" " " (preferred)	608,176	6			
St. L. Alton & Terre Haute (pref.)	1,800,000	6	80		
Toledo & Wabash (preferred)	926,200	7	85		
Troy & Greenbush (guaranteed)	274,400	6	6		
Vermont & Canada (guaranteed)	1,800,000	8			
Warren (guaranteed)	1,307,750	7	7		
White Mountains (guaranteed)	209,000	5	5		
Wrights., York & Gettysburg (guar.)	317,050	2	2		

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Principal payable.	Market Price.
		Rate.	Payable.	
Chesapeake & Delaware: 1st Mortgage	\$2,657,343	6 J. & J.	1836	100
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	
" " " sterling	4,375,000	5 " "	1890	
Preferred bonds	1,700,000	6	18-	
Bonds guar. by Virginia	200,000	6	18-	
Delaware Division: 1st Mortgage	800,000	6 J. & J.	1878	103
Delaware & Hudson: 1st Mortgage	600,000	6 J. & D.	1865	107
2d Mortgage	300,000	6 M. & S.	1870	
Delaware & Raritan: See Camden & Amb. RR.				
Erie and Pennsylvania: 1st Mortgage	752,000	7 J. & J.	1865	
Interest Certificates	161,900	6 " "	1868	
Lehigh Navigation 1st Mortgage	82,172	6 M. & S.	1870	106
Unsecured bonds	2,773,723	6 J. & J.	183-85	
Monongahela Navigation: 1st Mortgage	123,600	6 J. & J.	1863	
2d Mortgage	57,000	6 " "	1865	
Morris: 1st Mortgage	465,500	6 A. & O.	1876	105
North Branch: 1st Mortgage	500,000	6 M. & N.	1870	37
Schuykill Navigation: 1st Mortgage	1,764,550	6 M. & S.	1872	101
2d Mortgage	3,980,670	6 J. & J.	1882	90
Improvement	568,500	6 M. & N.	1876	90
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5 J. & J.	1865	
Md. stg. loan converted	200,376	5 " "	1865	
Mortgage bonds	993,000	6 " "	1878	64
Preferred Interest bds.	227,559	6 " "	1878	25
Union, (Pa.): 1st Mortgage	2,500,000	6 M. & N.	1883	27
West Branch & Susqueh'a: 1st Mortgage, stg'g fund	450,000	6 J. & J.	1878	78
Wyoming Valley: 1st Mortgage	750,000	6 J. & J.	1878	99

## MINING STOCKS.

COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.
Acton (copper)	24	200,000	
Adventure (copper)	114	10,000	135
Albany and Boston (copper)			25
American and Mexican Silver			100
Algoma (copper)		20,000	
Arizona (copper)	100	10,000	5
Aztec (copper)		20,000	
Balt. and N. Carolina (copper)	5	20,000	20
Bay State (copper)		20,000	194
Bedford (copper)		20,000	80c
Black River (copper)		20,000	60c
Bohemian (copper)	74	20,000	8
Bucks County (lead)			1
Cambridge (copper)		20,000	
Camden (copper)	4	90,000	1
Carp Lake (copper)		20,000	45
Cascade (copper)		20,000	
Central (copper)	5	20,000	574
Chaudiere (copper)	5	20,000	4
Columbian (copper)	44	20,000	84
Consolidated (copper)	5	20,000	
Copake (iron)		50,000	11
Copper Falls (copper)	254	20,000	30
Dacotah (copper)		20,000	52
Dana (copper)		20,000	42
Doylesboro (copper)		20,000	45
Dudley (copper)		20,000	74
Eagle River (copper)		20,000	
Everett (copper)		20,000	5
Evergreen Bluff (copper)		20,000	9
Excelsior (gold)		20,000	74
Flint Steel River (copper)		20,000	10
Forest City (copper)		20,000	
Fort Filmore (silver)	20	50,000	
Franconia (copper)		50,000	6
Franklin (copper)		20,000	814
French Creek (copper)		100,000	
Gardiner (copper)	5	20,000	90c
Grand Portage (copper)		20,000	
Great Western (copper)		20,000	44
Guilford (copper)	5	20,000	60c
Hamilton (copper)		20,000	
Hancock (copper)	44	20,000	14
Hanover (copper)		20,000	45
Highland (copper)		20,000	6
Hilton (copper)		20,000	7
Humboldt (copper)		20,000	
Huron (copper)	4	20,000	20
Indiana (copper)		20,000	28
Isle Royale (copper)	161	20,000	
Jefferson (copper)		20,000	
Kickapoo (copper)		20,000	1
Knowlton (copper)		20,000	9
Madison (copper)		20,000	
Manhattan (copper)		20,000	3
Manhattan (copper)		20,000	13
Mass (copper)	34	20,000	132
Mesnard (copper)		20,000	44
Minnesota (copper)		20,000	7
Montana (gold)	6	20,000	25
Mount Hope (lead)	5	100,000	1
National (copper)		20,000	54
Native (copper)		20,000	
Naumkeag (copper)		20,000	11
New England (copper)		20,000	62
North Cliff (copper)	24	20,000	63
North State (copper)	5	20,000	10
North Western (copper)		20,000	7
Norwich (copper)		20,000	20
Nova Scotia (gold)		20,000	7
Ogima (copper)		20,000	3
Ontagon (copper)		20,000	11
Ottawa (copper)		102,000	43c
Pennsylvania (copper)	25	20,000	64
Pennsylvania (copper)		20,000	10
Pennsylvania (copper)		20,000	26
Pittsburgh and Boston (copper)	58	20,000	41
Placentia B' y (lead)	5	200,000	5
Pontiac (copper)	24	20,000	75
Prince of Wales (copper)			
Providence (copper)			
Quartz Hill (gold)			204
Quincy (copper)	10	200,000	98
Rockland (copper)	5	20,000	18
Saginaw (saline and mineral)			114
St. Mary's (copper)			100
Shawangunk (lead)		110,000	
Sheldon (copper)		5	
Silver Hill		5	
Silver Valley		5	
South Side (copper)	14	20,000	
Springfield (copper)	5	20,000	6
Star (copper)		20,000	2
Superior (copper)		20,000	62
Toltec (copper)	4	20,000	10
Tremont (cop. er)	19	20,000	4
Union (lead)		20,000	54
Vermont (copper)			56c
Waterloo (copper)		20,000	
Wickham (copper)		20,000	1
Wickopée (copper)	5	100,000	43
Winthrop (copper)		20,000	63
Wyandotte (copper)			West India Cotton

## MISCELLANEOUS STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.
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CANAL AND NAVIGATION STOCKS:	Par of Shares.	Dividends.
Chesapeake and Delaware	100	1,342,563 p
Chesapeake and Ohio	100	8,22,595
Delaware Division	100	1,633,350
Delaware and Hudson	100	7,560,000
Delaware and Raritan	100	2,298,400
Erie of Pennsylvania	50	58,000
Illinois and Michigan		
Lehigh Navigation	50	2,500,000
" (scrip.)	50	1,803,000
Monongahela Navigation	50	726,800
Morris (consolidated)	100	1,028,000
" (preferred)	100	1,175,000
Illinois and Michigan		
Lehigh Navigation	50	2,500,000
" (scrip.)	50	1,803,000
Monongahela Navigation	50	726,800
Illinois and Michigan		
Lehigh Navigation	50	2,500,000
" (scrip.)	50	1,803,000
Monongahela Navigation	50	726,800
Illinois and Michigan		
Lehigh Navigation	50	2,500,000
" (scrip.)	50	1,803,000
Monongahela Navigation	50	726,800
Illinois and Michigan		
Lehigh Navigation	50	2,500,000
" (scrip.)		

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [-] signifies "nil" and leaders [...] "not ascertained."

Fiscal year ending.	Completed: equi- valent in single trk.	Length.	Equipment.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.	PASSENGER RAILROAD BONDS.					
												Amount out- standing.	Interest Rate.	Principa l paya ble.	Market Price.		
30 Nov. '62	1.62	m.	No	No	140,000	140,000	\$	\$	\$	49	49						
30 Nov. '62	4.30	134	20	2-horse.	118,020	69,200		750	69,580	9,225	12 <sup>1</sup> <sub>2</sub>	65					
30 Nov. '62	8.21			Cambridge	602,651	445,800	150,000	74	53,622	9	12 <sup>1</sup> <sub>2</sub>	126					
30 Nov. '62	6.99			Cliftondale	95,500	70,000	25,000	3,748	625								
30 Nov. '62	4.39			Dorchester	155,594	120,800	5,000		8,306	7,467	7 <sup>1</sup> <sub>2</sub>						
30 Nov. '62	0.79			Dorchester Extension	12,800	12,800			1,024	1,024	8						
30 Nov. '62	0.75			Dorchester and Roxbury	25,641	11,000	7,800	7,932				46 <sup>1</sup> <sub>2</sub>					
30 Nov. '62	12.43	123	23	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501							
30 Nov. '62	3.51			Malden and Melrose	60,200	200,000	73,100	66,223				23					
30 Nov. '62	3.26			Medford and Charlestown	34,000	22,000	12,000		2,040	2,040	6						
30 Nov. '62	21.17	515	82	Metropolitan (Boston)	733,955	600,000		103,790	300,806	64,892	8	78					
30 Nov. '62	6.23	290	42	Middlesex (Boston)	461,730	355,000		59,457	124,718	41,398	4	108					
30 Nov. '62	2.87			Newton	27,451	28,000			1,680	1,680	6						
30 Nov. '62	2.90			Quincy	102,750	53,000	20,000	29,750	14,068	4,841							
30 Nov. '62	2.79			Somerville	50,000	50,000			2,500	2,500	5						
30 Nov. '62	2.90	2		Stoneham street (Boston)	33,505	32,000			1,497	500							
30 Nov. '62	4.48	57	8	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,088								
30 Nov. '62	1.62	287	50	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10						
30 Nov. '62	1.80			West Cambridge	12,850			120	771	771	6	47					
30 Nov. '62	2.64			West Roxbury	62,152	62,200		4,798	3,750	3,750	6						
30 Nov. '62	3.88			Worcester	60,000												
31 Dec. '62	1.1	11	3	CONNECTICUT.	30,000	30,000											
31 Dec. '62	Hartford City			NEW YORK.													
30 Sep. '62	Avenue D (New York City)																
30 Sep. '62	10.76	28		Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3						
30 Sep. '62	6.50			Brooklyn, Bath & Coney Is'd	1,605	1,505						69					
30 Sep. '62	24.01	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	6,2967	127,843	10,868		48					
30 Sep. '62	56.18	130	140	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	130				
30 Sep. '62	10.50	850	23	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759		58					
30 Sep. '62	2.50			Brooklyn City & Ridgewood	51,328	53,500											
30 Sep. '62				Buffalo Street													
30 Sep. '62				Central City (Syracuse)													
30 Sep. '62				Cent'l Pk. N. & E. Riv. (N. Y.)	454,554	350,020	101,000	7,689					69				
30 Sep. '62	17.25			Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874							
30 Sep. '62	8.00			East & North River (N. Y.)	650	650											
30 Sep. '62	12.07	3.67		Eighth Avenue (N. Y.)	938,365	800,000		25,000	369,985	121,565	12	100					
30 Sep. '62				Fourteenth Street (N. Y.)													
30 Sep. '62	4.52			Grand St. & Newtown (W <sup>g</sup> )													
30 Sep. '62	4.63			Harlem Br. Morris & Ford in													
30 Sep. '62				Main & Ohio St. (Buffalo)													
30 Sep. '62				Niagara Street (Buffalo)													
30 Sep. '62	10.00	16.00	42	Ninth Avenue (N. Y.)	413,948	795,360	22,000		89,498	19,430		100					
30 Sep. '62				N. Riv. & Wall st. Ferry (N. Y.)													
30 Sep. '62		11.00		Port Morris & Westchester	1,200	1,200											
30 Sep. '62				Rochester City & Brighton	1,700												
30 Sep. '62	16.00			Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	100	88					
30 Sep. '62	8.37	533	59	Seventh Avenue (N. Y.)	1,089,317	750,000	25,000		358,032	88,184	10	100	185				
30 Sep. '62				Tenth Av & 32d st. (N. Y.)													
30 Sep. '62	16.50	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000		580,736	211,939	12	100	240				
30 Sep. '62				Troy and Lansingburg													
30 Sep. '62				Utica City		1,430											
30 Sep. '62		1.00		V. Brunt st. & Erie Bas. (Buff.)	298	330											
31 Dec. '62	5.32	7		PENNSYLVANIA.													
31 Dec. '62	5.05	2.50		Hoboken and Hudson City	32,000	30,000		2,000									
31 Dec. '62	10.47			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3						
31 Dec. '62	4.20			Jersey City & Bergen Point													
31 Dec. '62	5.80	8		Orange and Newark													
31 Dec. '62				West Hoboken & Hoboken	100,000	40,000	60,000										
31 Oct. '62	7.89	120	22	1 Chestnut & Walnut (Phila.)	235,000	100,000	135,000		124,521	78,853	35		58				
31 Oct. '62	8.13	122	13	8 Citizens' (Pittsburg.)	135,044	80,000	47,800	3,991	84,440	47,180	25						
31 Oct. '62	4.12	15	5	Delaware County	31,000	24,030	6,500	1,850	4,858	172							
31 Oct. '62	4.38	117	24	Fairmount & Arch st. (Phila.)	195,845	200,000			62,052	16,534	51		324				
31 Oct. '62	16.73	267	45	Frankford & Southw'k (Ph.)	668,520	442,045	200,000		172,935	59,743	72		60				
31 Oct. '62	24.23	184	35	Germantown	299,913	112,245	250,000	1,000	106,792	35,431			59				
31 Oct. '62	8.16	116	25	Girard College (Phila.)	150,041	160,000			62,862	19,715	12 <sup>1</sup> <sub>2</sub>		49				
31 Oct. '62	8.73	187	40	4 Green & Coates st. (Phila.)	219,787	150,000	82,000		108,663	31,990	14 <sup>1</sup> <sub>2</sub>		47				
31 Oct. '62	11.00			Hestonv, Mantua & Fairm'nt	100,000	60,000	40,000										
31 Oct. '62	6.16			Lombard & South st. (Phila.)	300,000	200,000	100,000										
31 Oct. '62	5.20			North Philadelphia	170,582	118,000	50,000		28,987	12,296	8		20				
31 Oct. '62	7.78	56	10	3 Ridge Avenue & Manyunk.	88,983	99,439	17,000	500	22,241	4,600	2 <sup>1</sup> <sub>2</sub>		85				
31 Oct. '62	19.46	378	60	9 Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24 <sup>1</sup> <sub>2</sub>		111				
31 Oct. '62	5.53	46	12	Pittsb. Alleghany & Manch'r	113,000	120,000			15,000	38,919	24,322	1 <sup>1</sup> <sub>2</sub>					
31 Oct. '62	8.35	17	5	Pittsburg and Birmingham	173,010	159,312	15,500		70,223	25,740	12 <sup>1</sup> <sub>2</sub>		14 <sup>1</sup> <sub>2</sub>				
31 Oct. '62	7.65	151	170	5 Spruce & Pine (Phl. & Gr's F.)	168,443	102,750			9,000	98,379	38,607	13		48			
31 Oct. '62	6.25	123	16	10th & 11th st. (Citizens')	100,000	100,000				68,510	21,766	4		84			
31 Oct. '62																	

## FEDERAL AND STATE SECURITIES.

## Railroad Earnings--Monthly.

The business of the Illinois Central Railroad in October was:

## LAND DEPARTMENT.

Acres construction lands sold	14,520.39	for \$156,860 78
Acres interest fund lands sold	3,503.48	" 31,815 50
Acres free land sold	3,297.55	" 36,609 12
Total sales during the month of Oct., 1863	21,321.42	" \$224,785 40
To which add town lot sales		2,475 85

Total of all . . . . . \$228,261 25

Acres sold since Jan'y 1, 1863 . . . . . 172,474.46 for \$1,864,366 18

Acres sold previously, net sales . . . . . 1,198,326.00 " 15,139,473 89

Total . . . . . 1,370,800.46 " \$17,003,840 07

Construction bonds cancelled previous to October 31, 1863 . . . . . \$2,575,000 00

Cash collected in October . . . . . 151,818 97

## TRAFFIC DEPARTMENT.

Receipts from passengers . . . . .	\$165,956 26	
" freight . . . . .	286,451 05	
" mails . . . . .	6,358 83	
" rent of road . . . . .	4,000 00	
" other sources . . . . .	6,000 00	

Total receipts in October, 1863 . . . . . \$468,765 64

" 1862 . . . . . 410,835 98

Receipts from Jan. to Oct. 30, 1863 . . . . . \$3,671,149 77

Do. do. 1862 . . . . . 2,713,771 24

Increase . . . . . \$957,378 53

The approximate earnings of the Pittsburgh, Ft. Wayne and Chicago Railway Company during the month of October ult., compared with the same period of last year, were as follows, viz :

1863. 1862.

From freights . . . . .	\$323,068 55	\$245,520 16
" passengers . . . . .	166,304 54	137,485 84
" express matter . . . . .	2,700 00	2,600 00
" mails . . . . .	7,825 00	7,825 00
" rent of railway . . . . .	7,083 34	7,083 34
" miscellaneous . . . . .	1,169 24	784 96

Total . . . . . \$508,145 67 \$401,299 30

Increase . . . . . \$106,846 37

Earnings from Jan. 1 to October 31 . . . . . \$4,185,135 78 \$3,010,092 30

Increase for 10 months . . . . . \$1,075,043 43

Increase for October, 26.6 per cent.; increase to October 31, 35.7 per cent.

The receipts of the New York and Harlem Railroad for October, 1863, were . . . . . \$129,120 68

October, 1862 . . . . . 107,092 76

Increase . . . . . \$22,027 92

The earnings of the Chicago and Alton Railroad for October, were:

1863. 1862.

Passengers . . . . .	\$69,189 34	\$42,096 15
Freight . . . . .	109,723 50	87,020 90
Miscellaneous . . . . .	6,678 14	4,745 18

Total . . . . . \$185,590 98 \$133,862 23

Increase . . . . . \$51,728 75

The following is a comparative statement of the earnings of the Chicago and Milwaukee Railroad for October:

1862. 1863.

Passengers . . . . .	\$22,417 50	\$31,309 29
Freight . . . . .	11,688 61	16,040 80
Miscellaneous . . . . .	1,505 82	2,846 39

Total . . . . . \$35,606 98 \$50,196 48

Increase . . . . . \$14,589 55

The gross earnings of the Dubuque and Sioux City Railroad Company, for October, and for the first 10 months, were:

	For October.	Jan. to Oct., inclusive.
1863 . . . . .	\$39,157 29	\$207,368 74
1862 . . . . .	31,274 98	168,594 85

Increase . . . . . \$7,882 31 \$38,773 89

The earnings of the Erie Railway for October, 1863, were . . . . . \$955,370 63

October, 1862 . . . . . 885,136 24

Increase . . . . . \$70,234 39

The earnings of the Michigan Southern and Northern Indiana Railroad for October, 1863, were . . . . . \$371,861 00

Do., 1862 . . . . . 325,818 00

Increase . . . . . \$45,443 00

The earnings of the Hudson River Railroad for October, 1863, were . . . . . \$302,178 96

" 1862 . . . . . 239,910 86

Increase . . . . . \$53,118 00

The earnings of the Toledo and Wabash Railroad for October, 1863, were . . . . . \$151,052 00

Do., 1862 . . . . . 172,869 00

Decrease . . . . . \$21,817 00

The earnings of the Galena and Chicago Union Railroad for October, 1863, were . . . . . \$281,814 00

September, 1862 . . . . . 203,575 00

Increase . . . . . \$78,239 00

The earnings of the Cleveland and Toledo Railroad in October, 1863, were . . . . . \$140,013 00

Do., 1862 . . . . . 113,730 00

Increase . . . . . \$26,283 00

The Chicago and Rock Island Railroad earned in October, 1863 . . . . . \$208,559 00

Do., 1862 . . . . . 153,927 00

Increase . . . . . \$54,632 00

The earnings of the Housatonic Railroad for October, 1863, were . . . . . \$32,822 64

Do., 1862 . . . . . 29,721 36

Increase . . . . . \$3,101 28

The earnings of the Chicago and Northwestern Railroad for October, 1863, were as follows:

Passengers . . . . . \$65,087 49

Freight . . . . . 141,885 20

Mail . . . . . 2,033 33

Express . . . . . 1,411 67

Miscellaneous . . . . . 58 33

Total . . . . . \$210,476 02

September, 1862 . . . . . 124,786 76

Increase . . . . . \$85,689 26

The earnings of the Rome, Watertown and Ogdensburg Railroad for October, 1862 and 1863, was as follows:

1862. 1863.

From Passengers . . . . . \$33,725 97 \$23,580 48

" Freight . . . . . 40,586 73 33,691 78

" Other sources . . . . . 1,667 02 2,687 87

Total . . . . . \$75,979 72 \$59,060 13

Increase . . . . . \$16,019 59

The earnings of the European and North American Railway for October, 1862 and 1863, have been as follows:

	1863.	1862.
Passengers . . . . .	\$6,077 62	\$4,932 87
Freight . . . . .	6,976 27	5,319 42
Mails & sundries . . . . .	452 90	883 42

Total . . . . . \$12,506 79 \$11,085 21

Increase, 1863 . . . . . \$2,421 58

The earnings of the Cleveland and Pittsburgh Railroad for October, 1863, were . . . . . \$176,918 00

Do., 1862 . . . . . 162,849 00

Increase . . . . . \$14,569 00

The earnings of the Milwaukee and Prairie du Chien Railroad for Oct., 1863, were \$205,054 00

Do., 1862 . . . . . 154,368 00

Increase . . . . . \$50,686 00

From January 1, to October 31, 1863 \$996,002 00

" " 1862 . . . . . 979,626 00

Increase . . . . . \$16,376 00

The earnings of the Catawissa Railroad Company for October, 1863, were . . . . . \$36,306 90

Do., 1862 . . . . . 29,243 85

Increase . . . . . \$7,068 55

The earnings of the St. Louis, Alton and Terre Haute Railroad for Oct., 1863, were . . . . . \$144,736 12

Do., 1862 . . . . . 118,887 26

Increase . . . . . \$25,848 86

The business of the Philadelphia and Reading Railroad Company for the month of October, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal . . . . .	\$668,891 56	\$356,168 92
Do. merchandise . . . . .	73,074 37	52,395 98
Do. travel, etc . . . . .	73,986 10	55,307 74

\$815,902 03 \$463,872 64

Transportation, roadway, dumpage, renewal fund, and all charges . . . . . 288,133 22 181,692 84

Net profit for the month . . . . . \$527,768 81 \$282,179 80

Do. previous 10 mos. 2,351,173 89 1,529,969 33

Total net profit for 11 months . . . . . \$2,878,942 70 \$1,812,149 13

Here is an increase of \$1,066,793 in the net profits of this Company for eleven months of the current fiscal year, over the corresponding time last year, and last year's profits over all expenses and interest were equal to about eleven per cent. on all the Company's stock. The gross earnings of the month is \$815,902 03, which is equal to \$8,778 14 for each mile of the main line of the road in one month, the main trunk being 93 miles long. The business of the present month, which is the last of the fiscal year, will probably swell the net receipts for the year to about \$3,400,000.

The gold region on the Chaudiere river in Upper Canada is attracting considerable attention. Capitalists from New York and Boston are making investments there. A tract of between 60,000 and 70,000 acres of land in the township of Dorset, county of Bruce, has been purchased by a party from New York, who propose to work the mines in a systematic and scientific manner. We learn that a Canadian gentleman has taken an office in this city for the purpose of selling these lands, and raising capital to develop and work the mines.

**Petroleum or Rock Oil.**

This interesting product of the earth has become an article of great commercial value as well as scientific interest. From an export of five millions gallons last year, it has advanced to more than twenty millions this year; and it is estimated, that the home and foreign consumption combined will exceed forty millions of gallons.

Petroleum is by no means an article peculiar to the United States or to this era of the world's history. It is found in various parts of the different continents of the globe, and was well-known to the ancients. Herodotus refers to a spring in the island of Facynthus, now Zante, (one of the Ionian Isles,) which is at the present time producing petroleum, and which must have been flowing two thousand years. At Agrigentum in Sicily, it was collected and burned in lamps as a substitute for oil. In 1640 it was discovered in a number of places in the north of Italy, and subsequently it was used for lighting the cities of Parma and Geneva. It is also found on the borders of the Caspian Sea, at Rangoon in Burmah. In the Island of Trinidad, there is a lake consisting entirely of petroleum and asphaltum. It is called Tar lake, and is located about three quarters of a mile back from the sea from which it is separated by an elevated strip of land. It is about a mile in circumference, and is underlaid by a bed of coal. The "Tar" is used upon the sides of vessels as a protection and for the purpose of keeping off the *tevedo* a kind of worm exceedingly destructive, which exists in that climate. Petroleum is also found floating upon the water around the volcanic islands of Cape Verde; and at the south of Vesuvius a spring of it rises up through the sea. At Rangoon, in Burmah there are upwards of 500 wells from which 412,000 hogsheads of oil are annually obtained. It is stated that a large district has recently been discovered in Russia, which yields petroleum oil in great quantities. In this county the Indians were in the habit of collecting it on the shores of Lucca lake, and using it for medicine and for mixing war paint; it was sold under the name of Genesee oil. The oil was found floating upon the water and gathered by blankets thrown upon its surface, which becoming saturated and afterwards wrung, would yield the oil. Sometimes the Indians would fire the floating oil, in order to add to the excitement and grandeur of their midnight war dances. Its presence at Oil Creek Pennsylvania, was also known to the Indians and early settlers. That it was not earlier introduced as an article of merchandise into the commerce of the country is due not so much to the fact that it was not generally known to exist as to the fact that its value was undetermined. The discoveries made by Mr. Young of Scotland in the distillation of naphtha from Boghead or Bathgate coal, and the identity of the crude oils with natural petroleum, led to investigations into, and the establishment of its value. A movement was first made in the regions of Pennsylvania in 1854, by Messrs. Eveleth & Bissell of New York; and Prof. Silliman investigated the nature of the oil. Nothing, however, was then accomplished. Subsequently, however, borings were made by other parties, and a large and steady flow of oil was obtained. A recent article published in the Oil City *Register* states that in the month of October, one year ago, the

estimated amount of oil on hand there was from 75,000 to 80,000 barrels. Upon Oil Creek the amount of oil in tanks was variously estimated at from 100,000 to 150,000 barrels. At the present time the total amount on hand at that point is about 25,000 barrels; in tanks on the creek, 40,000 barrels. At about the same time last year the amount of crude oil in tanks at Pittsburgh was estimated at from 75,000 to 100,000 barrels. The estimated amount on hand there at the present time is from 15,000 to 20,000 barrels. In New York city, last October, the amount of oil on hand was estimated at from 75,000 to 100,000 barrels. The estimated amount on hand at the present time is estimated at from 140,000 to 151,000 barrels. The difference between the amount on hand at the present time and at the same time last year is from 120,000 to 150,000 barrels. The daily product of the wells on Oil Creek now is about the same as that of last year, viz: about 6,000 barrels; and the price is \$6 25, and \$6 50 per barrel in Oil City.

There is this peculiar feature connected with Petroleum; while it comes flowing to our feet, it is liable at any moment to cease flowing. Many wells have already given out, and many more probably will. It remains to be seen whether other wells yet to be dug shall continue or swell the supply. Considering the vast extent of our country and its wealth in minerals, we think we hazard nothing in the belief that the supply will continue, and in the main will increase aside from Pennsylvania and New York. Petroleum is found at Mecca, Ohio, and other springs are reported on Yellow Creek, 83 miles from Salt Lake City, and probably they exists at many other places without our knowledge. We think therefore that there can be no danger of the supply being permanently cut off.

Petroleum is of no definite composition; but consists of various oily hydrocarbons, which hold in solution paraffine, and solid bitumen or asphaltum. When of the greatest fluidity it resembles Naphtha. As the proportion of asphaltum increases, the mixture becomes thicker and darker, resembling tar in appearance. By distillation at different temperatures various useful products are obtained, and have become articles of commerce. In the specifications of a patent obtained in England by one Du Buisson, no less than eleven distinct substances are described as resulting from its distillation. Enumerated they are as follows. First, a limpid, whitish volatile oil, almost without odor, useful as a solvent, or for illumination, and known as Naphtha. Second, a straw colored oil. Third, a heavier oil adapted for lubricating purposes. Fourth, a red coloring matter. Fifth, Paraffine. Sixth, Grease for lubricating machinery, being a mixture of paraffine with oil. Eighth, an alkaline soap. Ninth, sulphate of ammonia. Tenth, a fertilizing mixture prepared with the ammoniacal liquors; and eleventh, sulphate of alumina. The more volatile portion of Naphtha consists of Benzine, familiar to all as an article of commerce, being extensively used as a substitute for turpentine in mixing paints, and for the removal of grease, &c., from light kid gloves, silks and woolen fabrics.

It is interesting in this connection to note the change that has been wrought in the region of Pennsylvania from which the oil has been chiefly

obed. Venango county, where the wells are mostly located, in the year 1860, polled but seventeen hundred and thirty votes. At the state election in the year 1862, the aggregate vote polled was 5,000. This year the vote rolls up to 6,265. A few years since this county was one of the wildest and most sparsely settled in Pennsylvania.

But while the benefit received by a particular locality may be more apparent, the benefit derived by the country at large is no less certain or important. Aside from the fact that the export of the oil and its products goes to swell the balance in our favor, these products enter into our domestic commerce, and become useful in a thousand ways, and indirectly exert an influence to our advantage which it is impossible to compute in figures. Any estimate of it would be merely conjectural. We only know that it is great and increasing.

**Liability of Carriers for Delay.**

That carriers are liable for the damages arising from unjustifiable delay in the transportation of goods entrusted to them, is well settled. That they are not liable for the entire value of the goods in such case, as the measure of damages, is also well settled (Scovill *vs.* Griffith, 12 N. Y. 209). But it is still a mooted point whether they are liable for any depreciation in the market value of the goods during the period of such delay.

In the case of *Wibert vs. Erie R. R. Co.*, (19 Barb. 36), the Supreme Court, in the 8th district, held that such depreciation could not be taken into account; a decision re-affirmed by the same court in *Jones vs. Erie R. R. Co.* (29 Barb. 638). On the other hand, the same court in the 7th district rendered a decision directly adverse on this point, in the case of *Kent vs. Hudson River R. R. Co.* (22 Barb. 278).

A recent decision in the English court of Exchequer sustains the latter view, and holds the carrier liable for depreciation in the market price, as well as in the inherent value, of an article the delivery of which is wrongfully delayed.

The facts of the case were as follows:

The plaintiff, a hop grower in Kent, has sold to Messrs. Crosier of the Borough Market, London, eight pockets of hops to be delivered at the Bricklayer's Arms Station London, at 18*l*. per cwt. according to sample. The hops were sent to the Pluckley Station on the defendants railway, on the 20th October, consigned to Messrs. Crosier, whose carman applied for them at the Bricklayer's Arms Station on the 23rd of October, but was told that they could not be found. He applied again on the following day and received the same answer. On the 29th of October he called again, and found them in an open van. On examination it appeared that some of the hops were partially stained apparently from lying in a wet truck. On the same day the hops were sent to Messrs. Crosier's, who refused to receive them on account of their damaged condition, and by the custom of the hop market, they had a right to reject them. The plaintiff caused them to be dried, and when saleable which was not until the 19th of November, sent them to a factor who valued them at 8*l*. per cwt. Between the 29th of October, and the 19th of November the market price fell from 18*l*. to 9*l*. per cwt., and the damage to the hops caused a further diminution in value of 3*l*. or 4*l*; but for actual use by a brewer the hops when dried were

as good as ever. Evidence was adduced on the part of the defendant, to prove that the quantity of hops actually damaged by the wet, did not exceed eight pounds a pocket in six pockets, and that taking the value of the hops at 18*l.* per cwt., the damage was covered by the amount paid into Court.

The learned Judge told the Jury that the plaintiff was entitled to damages, for the deterioration in the value of the hops by reason of the wet, and also in respect of the difference in value, which occurred between the time when they ought to have been delivered, and when they were rendered saleable by drying. The jury found a verdict for the plaintiff, with 18*l.* damages beyond the amount paid into court in respect of the depreciation in the quality of the hops, and 65*l.* damages in respect of the depreciation in their value by reason of the fluctuation of the market. A verdict was entered for both these sums, and leave was reserved to the defendants to move to reduce the damages by the sum of 65*l.* This motion was made before the full bench.

MARTIN, Baron, declared it to be the unanimous opinion of the court, that the motion should be denied, saying. "It seems to me that the case is clear. We must assume that the hops were to be delivered in London on a certain day, and that by reason of the defendants' breach of duty, they could not be delivered until another day. It was proved that if they had been brought to market on the proper day, they would have fetched a certain price, but not being brought until a later day the market price in the meantime fell, and the value of the hops was diminished by the amount of 65*l.* If that be not a direct, immediate and necessary consequence of the defendants' breach of duty, it is difficult to understand what would be. It is said that the defendants had no notice of the purpose for which the hops were sent to London, but I think they must have known that they were sent for one of two purposes, either for consumption by the person for whom they were sent, or as was more likely to be the case to be sold for profit. It seems to me that Hadley *vs.* Baxendale, 9 Exch. 341 has no bearing on this case; and I think Smeed *vs.* Ford 1 E. & E. 802, was correctly decided. In my judgment the plaintiff is entitled to recover for this damage, because it is a direct and immediate loss consequent on the defendants' breach of duty. If this case should be taken to the court of error, I hope that court will be able to put the rule on an intelligent footing; but at present we must do the best we can with each particular case and decide it upon principles of reason and good sense."

CHANNELL, B.—I am of the same opinion. I agree with the doctrine laid down by this court in Hadley *vs.* Baxendale, and I also agree with the decision of the Court of Queens Bench in Smeed *vs.* Ford, which seems to me perfectly distinguishable from this case. There the court held that the plaintiff was entitled to recover for all the heads of damage, which were the direct result of the non-delivery of the thrashing machine; but an attempt was made to recover for damage not the necessary consequence of the non-delivery of the machine nor reasonably in the contemplation of the parties. Here the hops were delivered in a damaged condition, and it seems to me that there is no difference between their being delivered in

that condition, and being kept upon defendants' premises until dried because in the interval they were unsaleable. It must be ascertained what they were worth at the time they became available to the plaintiff as marketable goods, contrasted with what they would have been worth if the defendants had performed their contract. I do not know what other test can be applied for ascertaining the damage.

The plaintiff was therefore allowed to retain his verdict.

#### Celebration of the Opening of the Atlantic and Great Western Broad Gauge Railway to Cleveland.

The formal opening of the Atlantic and Great Western Railway to Cleveland, was duly celebrated in that city on the 19th inst. The train with invited guests which left New York on the 17th, was joined on the following day at Meadville by a delegation train from Cleveland, where both lunched together at the McHenry House. From this place the two trains moved on together to Cleveland, where a grand dinner was given the guests, to which succeeded a ball.

Wm. Reynolds, President of the Pennsylvania and Ohio divisions, presided at the dinner. Speeches were made by Mr. Reynolds, chairman, by Gen. Rosecrans, by George Willey, of Cleveland, Wm. Evans, Esq., of London, James Mason, Esq., and T. W. Kennard, General Manager, and by Gov. Yates, of Illinois.

The speech of Mr. Wm. Evans, one of the Directors, and an English gentleman, was remarkable for its being a discussion of American finance. He regarded the present prosperity of the North, as genuine and substantial—hardly without a parallel in history. He entertained no doubt that the national debt would be readily paid. So great was his faith that such would be the case, that he cheerfully invested the property of himself and children in the securities of the United States.

The citizens of New York as well as those of the great cities of the West may congratulate themselves on the fact that in ninety days, a broad and continuous railway track six feet wide will be open for business between St. Louis and New York. It has merely stopped on its way for a short time and branched off into Cleveland. The route which the Atlantic and Great Western has selected to reach the Mississippi, as will be seen by reference to the map, is one of the very best in this country. It subsidizes the interior interests of New York, Pennsylvania and Ohio, and makes Missouri one of its most important allies. It seizes on the agricultural and mineral products of these States, which before were without an outlet, except a most circuitous and embarrassing one, and it is the moving of their whole fields and mines, and oil wells to within forty-eight hours of the ocean. It makes St. Louis and Cleveland outwards of our city with which business may as readily be transacted as with Central New York.

The history of this company is a remarkable and instructive one. It was a project of 1857, and from the start a failure, until it was taken in hands by a Western banker, who in the expectation of success and ample remuneration, threw himself into the breach and with it his fortune. He went abroad, visited the capitals where the largest and most enterprising bankers resided, laid before them his maps, plans, estimates and

conclusions, and after several years hard work succeeded in procuring iron and money. Several of the high contracting parties who entered into engagements with him broke down before it fell into the hands of those who are now the principal owners and creditors. These gentlemen, among whom the house of J. McHenry & Co., of Liverpool, were conspicuous, advanced the funds for its construction, taking so large a margin in the rate of discounted capital, that at the present market value of shares and bonds they have nearly doubled their money. So that while the cost of the road, including discounts, interest and loss on sale of first bonds issued, is now tabulated at about \$64,000, per mile, it is well-known that the actual cash cost per mile, for construction is not one-third of that amount, and yet it is now one of the best investments in this country; and its shares and bonds are of the firmest and most desirable character. It has had the good fortune to have had its construction and management placed in the hands of one of the most skilful and celebrated engineers of the day, T. W. Kennard, Esq., a graduate of King's College, London, and who had by his success in various great works in England and on the continent, obtained the entire confidence of the capitalists who employed him. On his recommendation, a number of these gentlemen advanced the requisite funds, some of them French, others Spanish, and the residue English. No American capital to any extent was obtained.

The construction of the road was like a miracle. Sixty miles were made during the year 1860. The war then interrupted its progress for a time, as the laborers enlisted in preference to remaining on the line. This deficiency was remedied by the importation of large numbers of foreign operatives and *natives*, to the extent of 15,000 men. The work was resumed with spirit. Two hundred miles were put in operation in seven months, and now it is finished to Cleveland, 626 miles from New York by this route. Several other feeding branches are in part or wholly completed. When the main stem is finished to St. Louis, which will be on the first of January next, there will be a continuous broad gauge between that city and New York, of 1,200 miles. This will be traveled with ease and security in about 40 hours. Sleeping cars of the latest and most improved construction, for which the broad gauge gives great advantages, will be placed on the route, and restaurant cars in which meals will be served up with as much regularity as at a hotel. We shall in this way arrive at the perfection of railroad traveling, and but one more improvement is at present wanting; this is, springs to the seats in the cars.

The depot and hotel at Meadville, the main dining station between St. Louis and New York, are said to be the finest in this country.

The depot building is three hundred and twenty-seven feet in length, and about eighty in height. Through its centre run three tracks for the passenger trains. Wide platforms extend along both sides. Upon one side are the ticket office, telegraph office, reception rooms, and all the main offices of the company, elegantly and fully arranged for the transaction of business. On the opposite side is the new hotel, which is to be kept by Taylor, formerly of the Angier, Cleveland. The great feature of this hotel is the immense railroad dining hall, two hundred feet long, about

thirty feet wide, and thirty-five feet high, to the ceiling. It is profusely lighted upon both sides. The finish and adorning of the rooms are superb, being all in black walnut. Overhead, the rafters and stringers are in full view, after the style of Episcopal churches; while at the eastern end a great and stained glass window increases the resemblance. In range with the dining hall are the offices, &c., of the hotel, while the hotel proper extends as an L from the western end of the depot two hundred and ten feet. This is furnished and supplied with all the conveniences and luxuries of any metropolitan house. The grounds about the hotel are being graded and laid out artistically. Five acres immediately about the hotel will be laid out as a pleasure garden, with walks, arbors, fountains, &c. In short, the McHenry House, as it is called, will be one of the best to be found in all the States. The railroad company are in possession of a large quantity of land adjacent to the depot, which has heretofore been farm and meadow land, and are erecting very extensive works, which will be models of their kind.

Meadville has now about 7,000 inhabitants and is rapidly improving. It is situated on French Creek, a tributary of the Allegheny. Is 513 miles from New York by rail. Its population in 1860 was 5,000, and is now from 6,000 to 7,000. The building of the A. & G. W. has given a great impetus to business, and its opening will continue to increase trade and population. Meadville is the business centre of one of the finest sections of Pennsylvania, embracing Crawford, and portions of Venango and Mercer Counties, with a population not exceeding 100,000. A large direct trade is carried on here with the oil regions of the State. A branch of the A. & G. W. Railway extends to Franklin, on the Allegheny river, and is being pushed forward to Oil City. The French Creek extension of the Erie (Pa.) Canal affords water communication with Lake Erie and the Ohio River.

On the way home, at Meadville, the New York party organized a meeting, and passed resolutions complimentary to T. W. Kennard, General Manager and Chief Engineer; to Henry Sweetser, General Superintendent, and to Wm. Reynolds, President; to Messrs. McAndrew and Wann, General Financial agents of the company; and to the citizens of Meadville and Cleveland for their kindness and generous hospitality.

Regular trains are now running from New York to Cleveland, and the United States Telegraph Company has opened an office in the latter city. In short, the Atlantic and Great Western is a splendid success; it is doubling the value of property along its route, causing great improvements in all the towns it traverses, and is destined to be a favorite route from the Atlantic to the Mississippi. We consider it altogether a model road, and its directors, engineers and stockholders will be well repaid for their outlay, made without any noise or pretension, by an immense and lucrative traffic.

Among the improvements introduced on this road, is that of the SMITH AIR LIGHT, of which we have on a former occasion spoken most favorably. An engine No. 28, the Marvin Kent bore this brilliant light during the night, and on entering Cleveland created almost a street illumination

by its brilliancy. We learn that it is to be used on all the locomotives on this road, and if so the night trips will be made with as much safety as those in the day time. Mr. Kennard is a man of great professional accomplishments, and he has in all his arrangements seized on the latest improvements, not only to benefit the traveling public, but ensure the efficiency of his system of management.

#### Baltimore and Ohio Railroad.

This road has been subjected to the greatest difficulties during the present war. It has been cut, injured and destroyed in many portions of the line exposed to the rebel raids, and damaged to the extent of millions of dollars. Yet its indefatigable Direction and able Superintendents have never faltered in their management but have promptly repaired the line, often almost under the fire of the enemy. It affords a remarkable example of American skill, persistence, and courage.

At its depot at Mount Clare, near Baltimore, one of the most complete in this country, under the direction of Mr. Perkins, are to be seen some splendid new locomotive engines mounted on ten wheels. These are the counterparts of five which are running on the Washington Branch. By this new arrangement, the weight is more divided on the rails, and the tractive adhesion increased.

In the construction of these, numerous improvements have been added, one of which consists in an application connected with the furnace, firebox and smoke-stack, which consumes the smoke and thereby removes that intolerable nuisance of dense clouds of smoke being wasted along the trains, and great care has been taken in order to equalize the weight upon the trucks and wheels.

These engines are about thirty feet in length with cylinders eighteen inches in diameter and twenty-six in length, and driving wheels five feet in diameter. The experience of such as have already been placed on the road is that of a complete triumph, and this, too, in the opinion of Northern builders. They are very easy upon the track, and always maintain the punctuality of the time-tables. The work of building five eight-wheel passenger engines has been commenced, and they will have the same improvements as those of the first class. All are constructed under the personal supervision of the Master of Machinery.

Some idea of the extent of work done at Mount Clare may be formed when it is learned that since the commencement of the present war there have been built there five hundred and twenty cars, and now arrangements are making for the construction of two hundred additional coal cars, and all these are to have iron trucks, instead of wood, which are much more durable. Of the passenger cars which have been made, sixteen are of the finest workmanship and most beautiful finish we have ever seen. All these are running on the Washington Branch, and they combine many conveniences for travellers, and the interior presents the taste and elegance of the parlor and dining room.

The inside panelings are filled with a species of gold cloth, and those of wood, on the outside, have been polished and rubbed down until they present the gloss and brilliancy of the finest coach bodies. The corner panels are elaborately ornamented with gilded scroll work of rich design, which give an artistic finish to the whole. There

is no unmeaning ornamentation about this work. There are now in the car finishing shops five more such railway carriages, all of which are receiving the finishing touch. One of these contains two apartments filled with berths such as are enjoyed on steamers, which will be used as a through car from New York to Washington.

Among the curiosities at the Mount Clare depot are the debris of the rails, locomotives, etc., which were destroyed by the rebels. There are successive piles of twisted rails, sections and rods of bridges, bolts, screws, car wheels, and boilers of excellent locomotives, fragments of coal cars, axles and demolished tenders.

These articles having unluckily fallen into the possession of the Rebels, they seem to have adopted the most effectual mode of destroying them. The rails, some of which are of the finest quality of English iron, after having been torn from the road-bed, were laid upon piles of cross-ties and fire applied to the latter. Whilst in a heated state they were dragged off by tongs and twisted and turned in almost every conceivable manner; and so did they treat other iron work of the Company, thereby developing a most demoniacal spirit of hostility to the road.

There are millions of pounds of this damaged iron, but it is not lost to the Company, for no matter how small the piece, it is collected, placed into the melting furnaces and again wrought into such parts of engines and cars as are required. This process, instead of deteriorating the quality of the metal, is said to improve it, and thus an immense saving to the company will be effected.

#### Cars for Narrow and Broad Gauged R. R.'s.

The difficulties and objections arising from the broad and narrow gauges upon railroads, where a connection is desirable without change of cars, like the Grand Trunk Railway for instance, and roads connecting it at Portland with Boston, seem to have been almost wholly overcome by a patented invention of Mr. C. D. Tisdale of this city. The advantages obtained by his invention are such as to render the changing of freight from one car to another unnecessary when brought upon a road of a different gauge, there being an arrangement of the tracks by which the same cars can be run over roads of various gauges. This arrangement is unlike others that have been designed to secure the same result, and inasmuch as a car has been built upon this new plan, and tried with success, there are reasons to believe that it will be generally adopted. The change for a wide from a narrow gauge, or vice versa, when coming upon a different road, is effected in a very short time, and when completed the train is as free from accident as upon the old style of tracks. The improvement is very simple and confined chiefly to the wheels and axle, which are so constructed as to be shortened or lengthened at pleasure, as the gauge of the track may demand. The adoption of these cars upon roads of different gauges, where there is a great amount of through traffic, would be a great saving in time and expense, both for the railroads and their patrons, doing away entirely as they will with the labor and time occupied in re-loading freight from one car to another. The cars in use at present can receive this improvement, and, it is claimed, at an expense comparatively trifling with the advantages obtained. One of these cars, built upon Mr. Tisdale's plan, is now at East Boston, having lately returned from a trial trip of five hundred miles, being loaded with one hundred barrels of flour, (eleven tons) and passing alternately over the narrow and broad gauges of the Grand Trunk Railway, and the intervening roads between there and Boston. The trial was in the highest degree satisfactory, and many railroad men have expressed their approbation of the result.—*Boston Journal*.

## RAILROAD EARNINGS—MONTHLY.

Buffalo, New York and Erie:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	61,212	73,432	79,400	78,783	667,070	
1862	67,862	56,878	78,205	74,056	67,589	62,167	59,523	61,429	74,054	63,324	84,322	91,398	850,815	
1863	100,183	81,130	100,376	—	—	—	—	—	—	—	—	—	—	
Baltimore, Burlington and Quincy:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1860	104,802	111,889	159,183	178,465	229,051	163,813	154,723	230,022	225,896	241,964	158,566	117,807	2,075,309	
1861	149,068	115,525	155,007	131,814	169,100	149,188	169,465	188,478	224,225	226,009	210,494	179,625	2,070,986	
1862	187,172	110,054	151,170	159,056	132,585	225,082	220,211	212,812	270,810	304,943	252,934	239,789	2,557,224	
1863	242,729	204,537	260,269	306,697	329,000	—	—	—	—	—	—	—	—	
Chicago and Alton:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1860	55,734	55,123	74,690	63,905	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641	
1861	81,531	75,621	73,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,264	80,226	1,098,464	
1862	73,169	93,591	110,935	72,196	81,904	90,625	95,098	128,191	132,639	116,409	115,201	111,955	1,225,001	
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,989	185,591	—	—	—	
Chicago and Rock Island:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	67,233	120,058	126,000	100,440	82,252	984,577	
1860	72,334	66,703	77,408	89,170	101,271	100,403	82,895	139,049	134,500	145,39	92,873	75,457	1,181,003	
1861	83,030	63,975	77,007	76,609	101,163	90,621	88,410	139,542	154,084	152,537	123,319	118,753	1,261,050	
1862	120,776	90,607	75,676	76,459	102,355	138,373	113,47	117,986	146,268	161,503	138,795	135,595	1,423,433	
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,368	151,865	209,391	208,559	—	—	—	
Chicago and Northwestern:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1859	18,569	10,535	22,970	25,881	28,291	23,066	24,326	25,536	51,340	55,831	55,003	42,101	400,450	
1860	32,192	33,408	46,346	48,919	62,392	45,085	39,500	49,571	80,819	108,737	74,331	63,554	676,754	
1861	48,325	48,651	59,920	60,410	84,591	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,653	
1862	46,805	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,877	
1863	60,601	81,162	92,183	100,904	107,866	124,233	113,861	106,491	172,072	210,476	—	—	—	
Cleveland, Columbus and Cincinnati:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,563	84,926	1,012,900	
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,639	119,487	107,672	86,579	71,402	1,073,422	
1861	73,913	67,610	83,321	95,081	96,435	89,028	82,690	106,636	120,793	136,050	140,561	184,916	1,255,004	
1862	135,850	110,830	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,718,843	
1863	166,687	152,435	155,000	185,000	—	—	—	—	—	—	—	—	—	
Cleveland and Toledo:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	70,673	70,304	82,220	780,236	
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499	
1861	85,239	74,148	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,233	955,569	
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,718	78,538	102,176	112,507	117,24	164,876	1,167,544	
1863	145,910	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	—	—	—	
Erie:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1858	376,357	329,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,809	392,293	5,014,992	
1859	304,708	319,593	372,296	380,313	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049	
1860	354,000	315,070	433,311	457,161	393,409	319,955	477,542	600,124	587,242	561,448	412,723	5,755,424		
1861	404,507	321,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182	
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,982	756,421	885,136	902,06	963,859	8,400,334	
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,823	955,371	—	—	—	
Galena and Chicago:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	185,934	123,907	89,344	1,266,441	
1860	60,653	62,698	80,793	93,254	115,505	93,449	84,05	166,541	219,528	252,108	142,658	94,800	1,462,762	
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	21,326	172,700	122,309	1,720,966	
1862	109,867	105,424	74,346	90,180	181,194	225,048	190,456	129,019	188,370	203,575	169,530	143,532	1,777,541	
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	207,529	281,814	—	—	—	
Hudson River:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1860	192,161	190,589	175,773	121,123	141,289	115,444	125,306	156,164	156,973	170,157	157,443	232,073	1,063,434	
1861	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	183,951	169,549	220,370	2,075,822	
1862	223,157	203,343	167,560	134,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	216,283	2,023,537	
1863	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	219,911	270,083	403,571	2,922,970	
Illinois Central:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1859	132,036	131,311	154,600	153,614	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,125,066	
1860	185,257	185,236	209,994	183,758	219,890	188,060	193,931	218,971	259,643	321,059	243,163	225,193	2,661,848	
1861	321,844	279,268	220,334	192,054	199,483	177,829	184,280	288,983	289,862	284,020	243,249	224,401	2,899,612	
1862	190,130	234,637	181,084	191,648	206,246	260,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827	
1863	267,061	269,198	265,773	267,613	314,108	397,739	331,432	459,256	466,919	428,766	—	—	—	
Illinois Central and Milwaukee:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1860	37,520	32,301	39,501	45,811	50,082	48,797	48,797	37,429	60,229	139,761	163,615	90,900	44,896	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	104,663	184,726	177,879	130,184	67,990	1,153,407	
1862	83,903	62,007	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734	
1863	67,120	76,132	44,925	88,177	111,260	71,587	69,352	156,417	205,054	—	—	—	—	
Michigan Southern & Northern Indiana:	—	—	—	—	—	—	—	—	—	—	—	—	—	
1859	104,345	106,828	143,626											

## AMERICAN RAILROAD BOND LIST.

(\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.		
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.
Alabama and Florida:											
Mortgage	\$300,000	7			1867						
Convert. (guar. by Dir.)	150,000	7			1863						
Alabama and Tenn. Rivers:											
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872						
2d Mortgage	225,705	8			1864						
Albany, Vt. and Canada:											
1st Mortgage	600,000	7	March & Sept.	New York.	1857						
Albany and West Stockbridge:											
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'68-'76						
Androscoggin and Kennebec:											
Million Dollar Loan	192,100	6	June & Dec.	Portland.	'61-'64	70					
\$1,100,000 Loan	804,600	6	" "	or	1890	79					
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66						
Atlantic and Great Western:											
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77					
Ohio " 1st Mortgage	4,000,000	7	" "		1875	98					
N. York " 1st Mortgage	1,000,000	7	" "		1879	80					
Atlantic and St. Lawrence:											
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92					
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	97					
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&B.	'68-'70						
Baltimore and Ohio:											
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju.Oc.	London.	1838						
Mortgage Coupon	" 1853	2,500,000	6	Apr. & Oct.	Baltimore.	1885	100				
" " " 1850	700,000	6	Jan. & July.	"	1880	107					
" " " 1855	1,128,500	6	Jan. & July.	"	1875	108					
" " " 1834	1,000,000	6	Ja. Ap. Ju.Oc.	"	1867	104					
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110					
Bellefontaine and Indiana:											
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1866	101					
2d Mortgage	164,000	7	" "		1870						
Belvidere Delaware:											
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100					
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95					
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877						
Boston Concord and Montreal:											
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100					
1st Mortgage	300,000	7	"	New York.	1865	102					
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870						
2d Mortgage Coupons	250,000	7	"	New York.	1870						
Sinking Fund	200,000	6	"	Boston.	1889	100					
Boston and Lowell:											
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107					
Buffalo, New York and Erie:											
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108					
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103					
Buffalo and State Line:											
1st Mortgage	500,000	7	April & Oct.	New York.	1868	108					
Income in '59, & in '72)	200,000	7	Jan. & July.	"	var.						
Unsecured	200,000	7	" "		1864						
Special Erie and North-East:	149,000	7	" "	"	'61-'70						
Burlington and Missouri:											
1st Mort. on 1st Division	500,000	6	Feb. & Aug.	New York.	-----						
Cairo and Fulton (Mo.):											
State (Mo.) Loan	650,000	6	-----	"	'78-'79						
Camden and Amboy:											
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880						
Converted Sterling Loan	793,200	5	"	"	1863						
American Loan	762,000	6	"	New York.	1884	106					
Extra Dividend Loan	384,455	6	"	"	1884						
Loan for \$500,000	500,000	6	"	"	1867	108					
" " \$300,000	730,600	6	"	"	1870	104					
" " \$375,000	675,000	6	"	"	1875	102					
" " \$1,700,000	1,700,000	6	"	"	1883	102					
" " \$2,500,000	867,900	6	"	"	1889	105					
Consolid. Mort. Loan \$5,000,000	-----	6	"	"	1888						
Camden and Atlantic:											
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872						
Catawissa:											
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882						
Cayuga and Susquehanna:											
1st Mortgage	300,000	7	Jan. & July.	New York.	1865						
Central of Georgia:											
Mortgage	86,067	7	-----	"	1863						
Central of New Jersey:											
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103					
2d Mortgage	600,000	7	May & Nov.	"	1875						
Central Ohio:											
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	104					
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94					
2d Mortgage	900,000	7	Jan. & Dec.	New York.	1865	104					
3d Mortgage (S. F.)	950,000	7	" "	"	1855	75					
4th Mortgage (S. F.)	1,365,800	7	" "	"	1876	42					
Charleston and Savannah:											
1st Mortgage (endorsed)	510,000	6	-----	"	-----						
2d Mortgage	1,000,000	7	-----	"	-----						
Cheshire:											
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103					
Chicago, Burlington & Quincy:											
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	120					
" " " " inconvertible	3,034,000	8	" "	"	1883	120					
Plain Bonds, dated Sept. 20, 1880	755,000	7	March & Sept.	"	"						
2d Mortgage, inconvertible	935,500	7	July.	Frankfort o. M.	1890						
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867						
Central Military Tract, 1st Mort.	106,000	7	" "	"	1864						
" " " 2d Mort.	83,000	8	May & Nov.	"	1868						
" " " Plain	25,000	8	March & Sept.	"	1876						
Chicago and Alton:											
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104					
1st Mortgage pref. S. F.	600,000	7	April & Oct.	"	1877	95					
Income Bonds	1,100,000	7	May & Nov.	"	1882	90					
Chicago and Milwaukee:											
1st Mortgage (convertible)	1,700,000	7	May & Nov.	New York.	1874	90					
Real Estate	188,864	7	-----	"	1868						

## AMERICAN RAILROAD BOND LIST.

(\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Dues	Price	Description	Amount	Interest	Interest.				Description	Amount	Interest	Interest.						
					When payable.	Where payable.	Due	Price				When payable.	Where payable.	Due	Price			
												When payable.	Where payable.	Due	Price			
1870	108	Galena and Chicago Union:								Memphis and Ohio:								
		1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York	62-63	111		State (Tenn.) Loan	\$1,340,000	6						
		1st Mortgage (Extended)	871,000	7	" "	"	1882	112		Michigan Central:								
		2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	"	1875	110		1st Mortgage Sterling	467,459	6	Jan. & July.	London	1872 98			
1885	104	Great Western, Ill.:								1st Mortgage \$1'g (convertible)	500,000	8	March & Sept.	"	1869 84			
1883	44	1st Mortgage Western Division	1,000,000	10	April & Oct.	New York	1828	106		1st Mortgage (convert.) Dollar	2,598,000	8	"	N.Y. & Boston	1869 120			
1890	50	" Eastern	1,350,000	7	Feb. & Aug.	"	1865	102		1st Mortgage (S. F.) convertible	4,434,000	8	April & Oct.	"	1882 123			
1885	50	Hannibal and St. Joseph:								Mich. Southern and N'p Indiana:								
1886	50	Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York	73-77	83		Michigan Southern, 1st	14,000	7	May & Nov.	New York	1860 100			
		Land Security	5,000,000	7	April & Oct.	"	1881	85		Northern Indiana, 1st	42,000	7	Feb. & Aug.	"	1861 107			
		Convertible Bonds	1,360,000	7	Jan. & July.	"	1883	83		Erie and Kalamazoo	103,000	7	March & Sept.	"	1862			
		2d Mortgage	1,200,000	7	April & Oct.	"	1870	49		Michigan Southern, conv.	16,000	7	"	"	1863 85			
1867	110	Harrisburg and Lancaster:								Northern Indiana, conv.	20,000	7	Feb. & Aug.	"	1863 81			
1880	110	New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia	1883	112		Jackson Branch	81,000	7	"	"	1865 98			
1869		Hartford and New Haven:								Goshen Air Line	701,000	7	"	"	1868 106			
		1st Mortgage	927,000	6	Feb. & Aug.	New York	1883	99		Detroit and Toledo	812,000	7	"	"	1878 105			
		Houstonian:								1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	"	1885 110			
		1st Mortgage	189,000	6	Jan. & July.	Bridgeport	1877	---		2d General Mortgage	2,656,500	7	"	"	1877 104			
		Houston and Texas Central:								*Milwaukee and Beloit:								
		State (1st Lien) Loan	210,000	7						1st Mortgage	630,000	8						
		Mortgage	125,000	7						Milwaukee and Chicago:								
		Hudson River:								1st Mortgage	400,000	8	Jan. & July.	New York	---			
1873	108	1st Mortgage	4,000,000	7	Feb. & Aug.	New York	69-70	114		2d Mortgage	200,000	8	"	"	107			
1876		2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	120		*Milwaukee and Horicon:								
1862		3d Mortgage	1,840,000	7	May & Nov.	"	1875	13		1st Mortgage	420,000	8			10			
1878		Convertible	1,002,000	7	"	"	1867	106		2d Mortgage	600,000	8						
1890		Illinois Central:								Milwaukee and Prairie du Chien:								
		Optional Right bonds	33,000	7	Jan. & July.	New York	1863	---		1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York	1891 107			
		Construction	11,619,500	7	April & Oct.	London	1875	100		Minnesota and Pacific:								
1873	102	Construction	3,104,000	6	"	New York	1875	120		Real Estate	1,200,000	7	Jan. & July.	---	1892			
1875	102	Eight per cent. bonds	304,000	8	March & Sept.	"	1865	---		1st Mortgage	350,000	7	"	"	1883			
1886		Indiana Central:								1st Mortgage	1,007,363	7						
1887		1st Mortgage (convertible)	600,000	7	Jan. & July.	New York	1866	---		Mississippi Central and Tenn.:								
		2d Mortgage	334,000	10	"	"	1866	110		State (Tenn.) Loan	529,000	6						
64-90		Income	20,500							Mississippi and Missouri:								
		Indianapolis and Cinc'nnati:								1st Mortgage (convertible)	1,000,000	7		New York.				
1887	104	1st Mortgage	500,000	7	Jan. & July.	New York	1866	110		2d Mortgage (S. F.)	400,000	8	"	"				
1872	104	2d Mortgage	400,000	7	"	"	1862	100		Oskaloosa Division	500,000	7	"	"				
1863	104	Real Estate Mortgage	200,000	7			1858	68		1st Land Grant	2,000,000	7	"	"	64			
Ind., Pittsburgh and Cleveland:		1st Mortgage	650,000	7	Jan. & July.	New York	1870	---		Mississippi and Tennessee:								
1863	104	2d Mortgage	314,000	7	"	"	1862	---		Tennessee State Loan	98,000	6			1885			
1864		Indianapolis and Madison:								Mississippi State Loan	202,789	6						
1865		Mortgage	661,000	7	May & Nov.	New York	1881	83		1st Mortgage	171,000	7			1876			
Jeffersonville:		1st Mortgage								Mobile and Ohio:								
1870		2d Mortgage	187,000	7	March & Sept.	New York	1861	75		City (Mobile) Tax Loan	400,000	6						
1885		*Kennebec and Portland:								Tennessee State Loan	674,860	6						
		1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston	1870	---		Alabama State Loan	389,410	6						
		2d Mortgage	230,000	6	"	Augusta	1861	---		Income	1,508,070	8	Jan. & July.	New York.	1861-67			
		3d Mortgage	250,000	6	"	"	1862	---		Sterling	878,035	6			1888			
1870	101	*Kentucky Centr. (Cov. and Lex.)								Mississippi State Loan	200,970	6						
		1st Mortgage	180,000	6						Montgomery and West Point:								
1904		1st Mortgage	260,000	7						Alabama State Loan	122,622							
1904		2d Mortgage (convertible)	1,000,000	7						Mortgage (due 1860-'63 and '65)	350,000	6		var.				
		3d Mortgage	600,000	7						Mortgage	450,000	8			1866			
1867		Guaranteed by Covington	200,000	6						Muscooe:								
1881	100	Cincinnati (exchanged)	100,000	6						1st Mortgage	249,000	7						
		Keokuk, Ft. D. Moines and Minn.								Nashville and Chattanooga:								
		City of Keokuk, 20 years	400,000	81						Mortgage (State endorsed)	1,500,000							
		City of Keokuk, (special tax)	150,000	101						Chat. and Clev. Subs. (endors.)	231,000							
		Keokuk, Mt. Pleasant and Muscatine								*New Albany and Salem:								
1875	103	Lee County	150,000	8						Crawfordville	175,000	7						
1875	103	City of Keokuk	200,000	8						1st Mortgage	500,000	10						
1876		La Crosse, Virgona & Mineral Pt.								Montgomery	2,235,000	6						
1871	111	Lehigh Valley:								1st Mortgage	450,000	7	March & Sept.	New Haven.	1861			
1875	111	1st Mortgage	4,000,000	7	June & Dec.	New York	1888	---		2d Mortgage	200,000	6	Jan. & July.	"	1863			
1881	110	La Crosse and Milwaukee:								Extension	116,000	6	May & Nov.	"	1875			
		1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee	---			New Haven and Northampton:								
		2d Mortgage (Eastern Div.)	1,000,000	7	"	"				1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869			
		1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York	444			New Jersey:								
		2d Land Grant (Western Div.)	353,600	7	"	"	444			Company's (various)	638,000	---	Semi-ann'yly	New York.	var. 102			
		3d Mortgage (whole road)	1,700,000	7						New London Northern:	61,000	7	Jan. & July.	New London.	1871 100			
		Unsecured Bonds	1,785,000	7						1st Mortgage	255,000	5						
1883		Lexington and Frankfort:								State (Miss.) Loan	2,065,000	8	Jan. & July.	New York.	1880 108			
		Mortgage, due 1864-'69 and '74	130,000	6						1st Mortgage Coupon	1,498,000	7						
		Little Miami:								Funding (S. F.) Bonds	7,535,000	5	May & Nov.	New York.	1883 106			
		Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	105		Stock Exchange (S. F.) Bonds	1,498,000	7	Feb. & Aug.	"	1876 117			
Long Island:										Real Estate (S. F.) Bonds	683,000	6	May & Nov.	"	1883 120			
1872	96	2d Mortgage	500,000	6	Jan. & July.	New York	1870	102		Real Estate Bonds	185,000	6	"	"	1883 1			
874	94	Extension Bonds	175,000	7	May & Nov.	"	1890	107		2d Mortgage Bonds	252,975	6	"	"	1883 101			
Long Dock Co.:										Bonds of June, 1884	2,000,000	7	June & Dec.	"	1864 3			
		Mortgage Bonds	500,000	7	June & Dec.	New York	1882	---		New 20 year (S. F.) Bonds	1,000,000	6	"	"	1883 3			
		Mortgages on Land	473,839	7	"	"	var.			Convertible Bonds	990,000	7	Feb. & Aug.	"	1876 138			
		Louisville and Frankfort:								New York and Erie:								
		1st Mortgage	100,000	7	Jan. & July.	New York	1											

## AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest				Description	Amount	Interest	Interest			
			When payable.	Where payable.	Due.	Price				When payable.	Where payable.	Due.	Price
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6 Feb. & Aug.	New York	73-78	---		1st Mortgage (Eastern Division)	\$60,000	8				
North Carolina:	3,000,000	6					1st Mortgage (West'rn Division)	757,000	6				
State Loan							Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000					
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6 Feb. & Aug.	New York	1863	63	
Northern Central:							Guaranteed by State	200,000	7 April & Oct.	Richmond	1875		
Balt. and Susq. R. R. (Coupons)	150,000	6 Ja. Ap. Ju.Oc.	Baltimore	1866	---		Mortgage (Coupon)	250,000	7 Feb. & Aug.	"	"	1889	
Md. State Loan (Irredeemable)	1,500,000	6 "	"				Sterling (£67,000)	324,006	6				
York and Cumberland 1st Mort.	175,000	6 May & Nov.	"	1870	---		Richmond and Petersburg?	159,000					
York and Cumberland 2d Mort.	25,000	6 Jan. & July.	"	1871	---		Coupon	150,000					
N. C. Contract, 3d Mort.	500,000	6 "	"	1877	---		Rutland and Burlington:	1,800,000	7 Feb. & Aug.	Boston	1863	63	
Construction, 3d Mort.	300,000	6 Ja. Ap. Ju.Oc.	"	1875	---		2d Mortgage	937,500	7 "	"	"	1863	18
Northern (Ogdensburg):	2,500,000	6 Jan. & July.	"	1885	104		3d Mortgage	440,000	7 "	"	"	1863	3
1st Mortgage	1,500,000	7 April & Oct.	New York	1859	99		Sacramento Valley:						
2d Mortgage	3,077,000	7† " "	"	1861	24		1st Mortgage	400,000	10 Jan. & July	New York	1875		
North Missouri:	4,350,000	6 Jan. & July.	New York	72-87	90		2d Mortgage	329,000	10 Feb. & Aug.	San Francisco	1881		
State Loan (30 years)							Sandusky, Dayton and Cincinnati:	997,000	7				
North Pennsylvania:							2d Mortgage	1,000,000	7				
Mortgage	2,500,000	6 April & Oct.	Philadelphia	1875	97		Six p.cents	422,324	6				
Chattel Mortgage	360,000	10 " "	"	1887	125		Sand'sky, Mansfield and N'wark:	1,290,000	7 Jan. & July	New York	1866	30	
Northern (N. H.):							1st Mortgage	250,000	7 April & Oct.	New York	1858		
Bonds due 1864 and 1874	220,700	6 April & Oct.	Boston	64-74	106		1st Mortgage (R. and W. Br.)	100,000	7 March & Sept.	"	"	1866	
Norwich and Worcester:							Seaboard and Roanoke:						
Mass. State Loan	400,000	6 Jan. & July.	Boston	1877	---		1st Mortgage	300,000	7				
Bonds for Dividend Scrip	100,000	7 " "	New York	64-74	---		3d Mortgage	75,000	7				
Steamboat Bonds	200,000	7 Feb. & Aug.	"	1853-70	---		Dividend Bonds	12,088	7				
Ohio and Mississippi (O. and Ind.):							South Carolina:						
1st Mortgage	2,050,000	7 Jan. & July.	New York	1872	---		State Loan	187,000	5				
2d Mortgage	258,000	7 April & Oct.	"	1880	---		Sterling	183,333	6				
Construction	1,242,000	1 March & Sept.	"	1876	17		Sterling	2,000,000	5				
Income	3,320,000	1 May & Nov.	"	1881	---		Southern Mississippi:	500,000					
Orange and Alexandria:							1st Mortgage	631,000					
1st Mortgage	400,000	6 May & Nov.	New York	1866	---		South-Western (Ga.):						
2d Mortgage or 1st Extension	1,200,000	6 Jan. & July.	"	1875	---		1st Mortgage	500,000					
2d Extension	600,000	8 May & Nov.	"	1873	---		2d Mortgage	450,000					
Pacific (Mo.):							*Springfield, Mt. Vern. and Pittsb.						
State (Mo.) Loan	7,000,000	6 Jan. & July.	New York	71-87	90		1st Mortgage	1,500,000	7 Jan. & July	Philadelphia	1870		
State Loan (S. W. Branch)	1,268,000	6 " "	"	1878-89	55		2d Mortgage	900,000	7 " "	"	"	1865	
Construction	3,256,000	7 " "	"	"			St. Louis and Iron Mountain:						
Panama:							State (Mo.) Aid	3,501,000	6				
1st Mortgage Sterling	1,250,000	7 April & Oct.	London	1865	100		St. Louis City Subscription	500,000					
2d Mortgage Sterling	1,150,000	7 Feb. & Aug.	"	1872	---		St. Louis County Subscription	1,000,000					
Pennsylvania:							Sunbury and Erie:						
1st Mortgage	4,980,000	6 Jan. & July.	Philadelphia	1880	110		1st Mort. (Sunbury to W'msp't)	1,000,000	7 April & Oct.	Philadelphia	1877	111	
2d Mortgage	2,421,000	6 April & Oct.	"	1875	106		Mortgage (half to State)	7,000,000	5 Jan. & July	"	"	75-78	
2d Mortgage Sterling	2,126,400	6 " "	London	1875	106		St. Louis, Alton & Terre Haute:						
State Works Bonds	7,000,000	5 Jan. & July.	Harrisburg	1894	105		1st Mortgage (series A)	1,100,000	7 Jan. & July	New York	1894	103	
Penobscot and Kennebec:							2d Mortgage	1,000,000	7 April & Oct.	"	"	1894	
Bangor City 1st Mortg. (Coupon)	730,000	6 April & Oct.	Boston	1865	105		St. Louis, Alton & Terre Haute:	1,000,000	7 Jan. & July	Philadelphia	1870		
2d Mortgage (Coupon)	277,000	6 Feb. & Aug.	"	1876	---		1st Mortgage (series B)	1,000,000	7 April & Oct.	"	"	1865	
3d Mortgage (Coupon)	156,000	6 March & Sept.	"	1871	---		2d Mortgage	1,000,000	7 Feb. & Aug.	"	"	1872	
Peoria and Oquawka:							State (Va.) Loan	198,000	5 " "	Richmond	1865	100	
1st Mortg. (W. Ext.) convertible	500,000	8 May & Nov.	New York	1862	---		Mort., guaranteed by State of Va.	100,000	6 Jan. & July	London	1865	100	
1st Mortg. (E. Ext.) convertible	500,000	8 June & Dec.	"	1873	---		Mortgage (coupons)	198,000	5 " "	Rich'dm'd & New York	1864	---	
Petersburg and Lynchburg (S. Side):							Mort., (coupons)	92,000	6 " "	New York	1864	---	
State (Va.) Loan (S. F.):	800,000	7					Virginia Central:						
1st Mortgage (1859-70-75)	865,000	6					1st Mort., guaranteed by State of Va.	100,000	6 Jan. & July	Richmond	1880	85	
2d Mortgage (1862-70-72)	378,000	6					Mort., (coupons)	198,000	5 " "	London	1872	---	
Special Mortgage (1865-68)	175,000	6					Mort., (coupons)	92,000	6 " "	Rich'dm'd & New York	1864	---	
Last Mortgage (1861 to 1869)	132,500	8					Virginia and Tennessee:						
Phila., German'n and Norris'n:							State (Va.) Loan	1,000,000	6 Jan. & July	Richmond	1887	85	
Consolidated Loan	110,800	6 Jan. & July.	Philadelphia	1865	105		2d Mortgage	1,000,000	6 Jan. & July	London	1872	100	
Convertible Loan	292,500	6 " "	"	1885	119		Interest Bonds	245,700	7				
Philadelphia and Reading:							1st Mortgage Coupon	2,000,000	7 May & Nov.	Boston	1861	80	
Bonds of 1838, (unconvertible)	403,000	5 Jan. & July.	Philadelphia	1867	---		2d Mortgage Coupon	1,135,000	7 Jan. & July	"	1867	18	
" 1836	192,000	5 " "	"	1880	103		Interest Bonds	245,700	7				
" 1849	3,084,000	6 April & Oct.	"	1870	106		1st Mortgage Coupon	2,000,000	7 May & Nov.	"	"		
" 1861	1,531,300	6 Jan. & July.	"	1871	109		2d Mortgage Coupon	1,135,000	7 Jan. & July	"	"		
" 1843	863,000	6 " "	"	1880	122		Interest Bonds	245,700	7				
" 1848	124,000	6 " "	"	1880	110		1st Mortgage Coupon	2,000,000	7 May & Nov.	Boston	1861	80	
" 1849	83,000	6 " "	"	1880	110		2d Mortgage Coupon	1,135,000	7 Jan. & July	"	"		
" 1857	3,417,000	6 " "	"	1886	125		Interest Bonds	245,700	7				
" 1856	1,470,000	7 " "	"	1886	126		1st Mortgage Coupon	2,000,000	7 May & Nov.	"	"		
Phila., Wilmington and Baltimore:							2d Mortgage Coupon	1,135,000	7 Jan. & July	"	"		
Mortgage Loan	2,490,500	6 Jan. & July.	Philadelphia	1884	135		Interest Bonds	245,700	7				
Improvement	88,500	6 May & Nov.	Boston	1883	---		1st Mortgage	568,500	7 Feb. & Aug.	New York	1875		
Pittsburg and Connellsiville:							2d Mortgage	60,000	7 April & Oct.	New York	1880	87	
1st Mortgage (Turtle Cr. Div.)	400,000	6 Feb. & Aug.	New York	1880	---		Warwick Valley, N. Y.:	25,000	7 Jan. & July	Chester	1871	70	
Pittsly, Ft. Wayne and Chicago:							2d Mortgage	60,000	7 April & Oct.	New York	1880	87	
1st Mortgage (series A)	875,000	7 Jan. & July.	New York	1912	110		Watertown and Rome:	800,000	7 March & Sept.	New York	1880		
" (series B)	875,000	7 Feb. & Aug.	"	1912	110		Mortgage (new bonds)	800,000	7				
" (series C)	875,000	7 Mar. & Sept.	"	1912	110		Western (Mass.):						
" (series D)	875,000	7 April & Oct.	"	1912	110		Sterling (£899,900)	4,319,520	5 April & Oct.	London	1875	107	
" (series E)	875,000	7 May & Nov.	"	1912	110		Dollar Bonds	850,000	6 " "	Boston	1875	107	
" (series F)	875,000	7 Jun. & Dec.	"	1912	110		Albany City Bonds	1,000,000	5 Jan. & July	"	"	1866-76	
" (series G)	860,000	7 Jan. & July.	"	1912	104		Hudson & Boston R. R. Loan	150,000	6 June & Dec.	"	"	dem.	
" (series H)	860,000	7 Feb. & Aug.	"	1912	104		Elmira and Williamsport:	1,000,000	7 Jan. & July	Philadelphia	1880	109	
" (series I)	860,000	7 Mar. & Sept.	"	1912	104		1st Mortgage	596,000	7 May & Nov.	New York	1866	69	
" (series K)	860,000	7 April & Oct.	"	1912	104		2d Mortgage	200,000	7 " "	"	"	1872	
" (series L)	860,000	7 May & Nov.	"										

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.										Abstract of Balance Sheet.										Earnings.				Price of shares.			
	Main Line,		Lateral and Branch Lines		2nd Track and Sidings.		Road in progress or projected.		Equipment.		Car.		Companies.		Property and Assets.		Liabilities.		Balance Total.		Road operated, incl. road leased, etc.		Gross.		Dividends.			
	M.	M.	M.	M.	No.	No.	No.	No.	Engines.	Pasenger.	Freight, etc.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	M.	M.	M.	M.	Net.			
20 Jun. '60	65.0	—	—	50.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
28 Feb. '59	30.2	—	—	58.1	2	2	10	—	—	—	—	—	—	—	—	877,553	503,500	105,255	1,515,704	54.0	—	101,102	27,866	—	—			
31 May. '60	109.6	—	—	57.8	11	9	102	—	—	—	—	—	—	—	—	461,505	30,991	—	325,010	109,500	21,632	618,965	30.3	55,791	31,852	—	—	
31 Jun. '59	57.0	—	—	171.3	—	—	—	—	—	—	—	—	—	—	—	2,921,927	184,506	—	1,067,006	777,777	240,405	2,476,023	100.6	207,626	111,232	—	—	
1 Apr. '61	—	—	—	67.2	1	2	10	—	—	—	—	—	—	—	—	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—		
1 May. '61	469.3	13.5	—	49.4	40	28	502	—	—	—	—	—	—	—	—	590,216	—	—	600,431	—	—	—	—	—	—	—		
29 Feb. '60	88.5	28.4	—	—	23	14	283	—	—	—	—	—	—	—	—	12,000,000	—	—	—	—	—	—	—	—	—	—		
1 May. '61	—	—	—	209.5	—	—	—	—	—	—	—	—	—	—	—	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	1,402,855	695,370	—	—
1 May. '61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	508,156	260,269	6	—		
30 Nov. '58	38.5	—	—	301.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Dec. '60	22.5	—	—	107.5	—	—	—	—	—	—	—	—	—	—	—	553,877	*	—	361,624	446,000	10,725	811,949	—	—	—	—		
1 Feb. '63	23.8	—	—	8.2	4	5	44	—	—	—	—	—	—	—	—	314,475	66,483	—	307,010	100,000	418,825	23.5	47,301	61,546	36,019	5		
29 Sep. '62	122.4	—	—	15.0	75.1	16	20	241	—	—	—	—	—	—	—	3,902,356	302,511	—	1,936,740	2,087,500	211,574	4,442,684	229,088	301,402	126,918	—		
31 Aug. '61	61.4	1.6	—	64.5	15	21	302	—	—	—	—	—	—	—	—	3,260,095	254,000	141,708	—	—	—	1,811,255	73.0	404,297	953,459	595,153	17	
31 Dec. '62	74.0	—	—	8.5	—	11	17	256	—	—	—	—	—	—	—	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	284,485	70,187	4		
31 Dec. '62	57.0	—	—	1.3	—	7	11	175	—	—	—	—	—	—	—	1,210,899	200,000	11,850	1,031,800	558,050	26,24	738,538	550,000	156,429	1,644,967	62.0		
31 Dec. '62	62.0	—	—	2.6	—	6	12	29	—	—	—	—	—	—	—	1,454,040	*	—	1,010,000	650,000	1,812,475	operated by N. Y. & N. H.	4	1174	—			
31 Dec. '62	59.8	8.5	—	7.2	—	3	3	—	—	—	—	—	—	—	—	602,152	75,526	—	696,827	66.0	151,731	88,766	59	—				
31 Mar. '63	61.3	1.0	—	63.8	—	7	7	91	—	—	—	—	—	—	—	1,774,465	58,028	—	3,000,000	2,000,000	1,274,362	114,710	1,036,457	454,096	12			
30 Nov. '62	59.4	7.0	8.5	—	16	17	313	—	—	—	—	—	—	—	—	2,463,982	149,711	214,100	2,123,600	799,300	9,298	2,064,807	66.4	294,175	338,664	158,927		
31 Oct. '60	84.3	—	—	10.7	—	—	—	—	—	—	—	—	—	—	—	1,562,527	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	128,970	41,466		
31 Oct. '62	16.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	704,560	—	18,535	744,520	5,024	—	749,644	5.0	—	27,233	10,290		
1962	154.2	—	—	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Apr. '60	32.0	—	—	3.0	13.0	3	1	6	—	—	—	—	—	—	—	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	—	7,887	3,535	—	
1962	59.9	—	—	5.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
1962	100.0	3.9	10.0	153.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Jun. '60	86.7	—	—	16	7	124	—	—	—	—	—	—	—	—	—	1,182,389	*	—	1,250,000	126,000	—	1,597,386	86.7	418,036	265,827	8	125	
1962	92.6	8.7	70.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '60	53.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,032,200	*	—	733,700	129,500	—	53.0	—	168,988	95,612	—		
30 Apr. '60	42.5	—	—	23.7	—	—	—	—	—	—	—	—	—	—	—	755,000	*	—	151,887	—	—	—	—	—	—			
30 Nov. '60	191.0	—	—	53	62	69	—	—	—	—	—	—	—	—	—	4,366,800	—	—	—	—	—	—	—	—	—			
31 Mar. '60	171.0	61.0	—	—	19	16	171	—	—	—	—	—	—	—	—	4,156,000	1,003,650	4,156,000	312,500	—	12,295	1,658,976	102.5	226,241	404,618	—		
30 Nov. '60	102.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,500,000	—	—	669,950	249,000	—	1,026,838	50.0	—	202,714	110,516		
1 May. '59	50.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	774,244	162,534	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—			
31 July '60	68.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,770,425	—	—	2,921,900	396,500	19,913	3,822,913	28.8	—	388,853	13		
31 July '60	101.1	100.8	16.2	—	—	18	22	201	—	—	—	—	—	—	—	5,901,497	—	—	—	—	—	138.0	—	—	832,343	454,541		
30 Sep. '58	138.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '60	22.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35	38	712	—	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794
30 Apr. '63	138.0	—	—	26.0	—	73	46	1,249	—	—	—	—	—	—	—	6,444,452	1,490,361	4,433,510	5,738,640	6,102,594	—	188,048	2,050,065	45.0	14 mo.	243,282	125,284	
31 Dec. '58	45.0	—	—	—	—	6	14	101	—	—	—	—	—	—	—	1,799,594	67,869	120,000	988,000	762,365	—	—	—	—	—	—	—	—
1 Apr. '63	242.0	—	—	29.0	—	26	23	705	—	—	—	—	—	—	—	12,325,839	510,983	—	3,731,316	8,325,000	226,641	12,147,136	242.0	1,093,054	448,504	49		
31 Mar. '63	181.8	—	—	—	—	61	57	960	—	—	—	—																

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc**

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad.										Abstract of Balance Sheet.										Earnings.													
	Main Line.		Lateral and Branch Lines.		2nd Track and Buildings.		Road in progress or projected.		Equipment.		Companies.					Property and Assets.		Liabilities.			Road operated, incl. road leased, etc.		Gross.		Dividends.		Price of shares.							
	M.	M.	M.	M.	M.	M.	M.	No.	Engines	Passenger.	Freight, etc.	Cars.	No.	No.	No.	Railroad and Apportioned.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Mileage run by locomotives with trains.	M.	M.	Net.	p. c.							
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	♦	♦	♦	♦	♦	♦	♦	1,050,000	♦	151,833	444,638	205,584	757,381	38.5	76,844	79,761	43,461	41								
30 Jun. '62	149.0	—	25.0	—	41	17	49	Atlantic & St. Lawrence	6,788,205	867,734	2,494,900	3,068,491	—	—	—	—	—	—	—	7,988,475	149,000	oper. by	Gd. Tk.	30,830	10,830	91,487	13							
30 Jun. '55	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,723	—	—	—	—	—	—	—	135,000	3,472,000	40,576	244,726	12.5	—	—	—	—	—	—	—						
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,571,264	—	—	—	—	—	—	—	—	—	271,143	2,990,998	—	139,963	172,118	—	—	—	—	—	—	—				
31 May. '63	93.7	9.5	—	—	13	23	231	Maine Central	4,211,878	—	21,925	1,050,860	3,068,491	139,352	—	—	—	—	—	4,269,303	109.2	186,240	823,082	174,028	—	—	—	—	—	—	—			
31 Dec. '56	—	—	14.0	—	—	—	231	Penobscot	323,842	—	178,014	180,497	300,000	75,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 May. '63	61.3	—	—	—	10	4	108	Portland, Seaco and Portsmouth	1,494,792	—	100,000	1,500,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 May. '63	37.0	—	—	—	—	—	233.5	Somerset and Kennebec	753,763	—	—	—	169,200	556,600	—	—	—	—	—	—	—	37.0	—	—	55,403	25,404	—	—	—	—	—			
31 May. '61	18.5	—	—	—	—	—	—	York and Cumberland	1,090,000	—	—	—	370,000	450,000	270,000	—	—	—	—	—	—	—	—	—	26,586	—	—	—	—	—	—			
30 Sep. '60	279.6	7.2	—	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	—	—	—	—	—	—	—	3,922,203	2,305,788	6	64	—	—	—	—	—		
30 Sep. '60	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	—	—	—	1,650,000	—	—	—	—	—	—	—	1,824,806	39.0	187,427	462,880	290,840	9	123	—	—	—	—	—		
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,647	Northern Central	7,635,009	—	774,568	466,133	2,280,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	45	—	—	—	—	—	—	—						
30 Nov. '62	21.2	—	2.1	—	—	—	—	MAINE.	500,000	100,000	—	—	600,000	—	—	—	—	—	—	—	600,000	21.2	—	42,000	42,000	7	—	—	—	—	—			
30 Nov. '62	25.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,919	136,191	—	—	—	—	—	—	—							
31 Mar. '65	74.8	8.8	51.1	—	32	72	484	Boston and Maine	3,880,630	400,463	493,903	4,076,974	—	—	—	—	5,026,236	119.3	630,340	495,980	450,302	8	127	—	—	—	—	—						
30 Nov. '62	47.0	7.0	32.5	—	25	40	200	Boston and Providence	2,952,800	207,400	—	—	3,160,000	—	—	—	—	2,462,989	125.2	435,121	702,222	355,362	8	124	—	—	—	—	—					
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,962,594	437,416	100,000	—	4,500,000	93,654	—	—	—	—	5,335,584	83.6	664,117	1,066,130	450,304	8	137	—	—	—	—	—				
30 Nov. '62	46.0	1.1	2.7	—	7	15	162	Cape Cod Branch	907,760	—	—	—	681,654	141,600	—	—	—	—	1,085,074	47.1	75,219	102,027	50,053	26	69	—	—	—	—	—				
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	—	—	—	1,591,100	250,000	—	—	—	—	52.4	170,918	235,152	183,864	6	104	—	—	—	—	—					
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	204,102	2,853,400	1,912,600	30,000	876,000	89.0	4,153,163	635,629	315,753	98	—	—	—	—	—	—	—							
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	74,592	—	4,416	—	299,103	—	—	—	—	—	—	—	56,482	55,001	15,103	67	—	—	—	—	—	—				
30 Nov. '62	50.9	42.5	74.5	—	23	36	640	Fitchburg	3,189,861	250,142	—	—	3,540,000	—	—	—	—	3,829,341	93.4	342,542	580,550	254,146	6	114	—	—	—	—	—					
30 Nov. '62	14.0	—	2.8	—	4	4	88	Fitchburg and Worcester	234,774	—	40,228	—	219,326	64,100	5,846	—	—	—	—	259,772	33,588	4,619	6,105	—	—	—	—	—	—	—				
30 Nov. '62	29.8	—	3.0	—	3	3	126	Hampshire and Hampden	677,923	—	28,748	—	292,951	308,914	—	—	—	—	290,000	75,000	11,752	124	21,780	6	120	—	—	—	—	—	—			
30 Nov. '62	12.4	—	2.3	—	2	4	126	Lowell and Lawrence	382,885	—	80,275	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '62	14.5	—	17.2	—	11	19	176	Nashua and Lowell	558,919	95,684	—	—	600,000	—	—	—	—	—	—	—	602,401	71.0	148,515	188,183	46,540	8	125	—	—	—	—	—		
30 Nov. '62	27.0	—	2.4	—	5	14	74	New Bedford and Taunton	402,760	64,214	14,000	500,000	—	—	—	—	—	—	—	800,000	30.7	42,262	184,178	45,893	5	87	—	—	—	—	—			
30 Nov. '62	27.0	—	0.6	—	8	4	133	Newburyport	597,386	—	—	—	—	—	—	—	220,340	234,900	140,902	597,386	—	—	—	—	—	—	—							
30 Nov. '62	25.0	—	0.6	—	8	4	133	New York and Boston Air Line	832,464	—	46,289	—	—	238,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	—	—	—	—	—	—						
30 Nov. '62	79.5	7.8	28.5	—	24	64	486	Old Colony and Fall River	3,008,445	—	354,503	—	3,015,100	380,500	—	—	—	—	4,187,784	120.1	388,585	560,150	312,631	6	142	—	—	—	—	—	—			
30 Nov. '62	18.7	—	0.7	—	1	2	126	Pittsfield & N. Adams, guar.	432,420	—	11,247	—	—	450,000	—	—	—	—	450,000	18.7	—	24,960	43,142	3,677	6	103	—	—	—	—	—	—		
30 Nov. '62	43.4	1.0	14.9	—	13	18	176	Providence and Worcester	1,409,036	—	262,815	—	1,600,000	97,000	—	—	—	—	1,697,000	206,644	287,457	161,357	17,600	120	110	—	—	—	—	—	—			
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	281,470	—	82,543	—	—	243,503	—	—	—	—	243,500	17.0	47,171	17,600	17,600	17,600	17,600	—	—	—	—	—	—			
30 Nov. '62	11.5	—	0.4	—	2	9	176	South Shore	402,587	—	—	—	250,000	—	—	—	—	250,000	17.0	47,171	17,600	17,600	17,600	17,600	—	—	—	—	—	—				
30 Nov. '62	6.1	—	36.5	—	11	13	180	Vermont and Massachusetts	3,609,557	—	207,343	—	—	923,810	979,308	42,352	—	—	—	—	3,214,225	73.3	112,242	214,065	115,241	39	—	—	—	—	—	—		
30 Nov. '62	17.3	—	17.3	—	—	—	—	Western (incl. Alb. & W.S. etc.)	10,122,764	—	1,065,712	—	—	5,150,000	6,417,526	47,000	—	—	—	—	3,616,900	77.3	1,257,201	2,095,922	94,504	5	83	—	—	—	—	—	—	
30 Nov. '62	45.7	—	9.3	—	12	12	145	Worcester and Nashua	1,147,044	—	120,353	—	—	1,141,000	141,500	1,130	—	—	—	—	1,350,648	48.7	164,248	200,744	92,979	5	83	—	—	—	—	—	—	
1 Jun. '62	17.3	—	2.7	2	1	100	MIchigan.	Bay de Noquet and Marquette	1,400,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	57.0	—	—	—	—	—	—	Chic, Detroit & Can. G.T. Juno	built and	equipp	ed by G.	r. Trk R.	r. Co. of	Canada	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Jun. '62	188.0	—	—	—	—	—	—	Detroit and Milwaukee	8,270,823	—	647,596	—	2,950,000	4,250,000	—	—	9,008,368	188.0	—	—	—	—	840,898	—	—	—	—	—	—	—	—	—	—	
30 Jun. '62	—	—	—	—	—	—	—	Flint and Pere Marquette	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 May. '63	284.8	—	23.4	—	98	85	1,569	Michigan Central	13,805,576	—	—	—	—	—	—	—	6,057,436	—	7,989,489	—	—	14,834,965	328.3	1,448,558	2,946,560	1,674,200	8	127	—	—	—	—	—	—
31 Mar. '63	240.0	—	281.0	—	83	110	1,108	Michigan Sth' & Nth' Indiana	16,018,624	—	1,044,259	1,653,252	9,018,200	9,527,078	—	—	18,546,275	527.0	2,060,637	2,813,831	1,461,276	—	—											

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

As asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending..	Railroad, or Equipment.										Abstract of Balance Sheet.										Earnings.						
	Main Line,		Lateral and Branch Lines		2nd Track and Sidings.		Road in progress or projected.		Cars.		Property and Assets.																
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	Railroad and Appurtenances,	Invested in foreign works,	Rolling Stock,	Share Capital paid in,	Bonded and Mortgage Debt,	Floating Debt,	Total, incl. all other assets and liabilities,	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains,	Gross,	Net,	Dividends,	Price of shares,				
Companies.																											
NEW YORK.																											
30 Sep. '62	2.0						137.0	1		10	Albany and Susquehanna	1,044,914	6,387	891,575	200,000	5,500	1,100,075										
30 Sep. '62	11.5						3.3	21.5			Albany and Vermont	600,000		600,000			600,000	incl. in Re.	224,413	123,980							
30 Sep. '62	45.9						2.8	4	4	60	Atlantic and Great Western	2,250,277	85,207	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413							
30 Sep. '62	14.8						1.6				Blossburg and Corning	498,217		250,000	220,000		498,217	ope. by Ti.	44,100								
30 Sep. '62	5.4						6.4				Broadway (Brooklyn)	164,521	71,515	200,000	32,500	324	236,036	4.5	464,073	52,327	16,231	3					
30 Sep. '62	14.5						0.5	2	59	22	Brooklyn Central and Jamaica	675,887	119,225	492,060	252,100	62,967	507,217	14.5	1,322,566	28.3	2,631,216	491,629	118,390	8	150		
30 Sep. '62	23.3						26.9	1.9			Brooklyn City	1,020,370	312,136	1,000,000	170,000	10,000	1,322,566	28.3	2,631,216	491,629	118,390	8	150				
30 Sep. '62	5.3						5.3	15.2			Brooklyn City and Newtown	247,628		346,000	146,600	8,000	600,000	5.3	273,289	30,944	2,759	58					
30 Sep. '62	142.0						13.0		28	402	Buffalo, New York and Erie	3,188,461		160,077	850,000	2,428,714	135,647	3,682,852	173.0	609,076	823,425	275,486	100				
30 Sep. '62	65.3						14.5	24	399		Buffalo and State Line	2,277,838		566,576	149,000	1,977,960	949,000	2,926,950	88.0	437,522	1,307,921	636,570	11	201			
30 Sep. '62	10.5						0.3	4.5			Coney Island and Brooklyn	601,364						7,000	503,517	10.8	182,036	21,457	69				
30 Sep. '62	6.5						6.3	2.7			Eighth Avenue (New York)	874,128	64,237		800,000			25,000	948,365	6.3	2,458,019	369,985	121,365	12			
30 Sep. '62	46.5						2.9				Elmira, Jefferson & Canada	500,000			500,000				500,000	incl. in Erie.		30,000	5				
30 Sep. '62	446.0						19.0	290.0		226	101,327.0			19,972,200	19,831,500	480,665	40,255,365	638.0	4,582,369	7,563,973	2,998,542	107					
30 Sep. '62	144.0						4.0	115.1			Hudson River	10,749,863	1,363,931	3,758,466	9,363,750	268,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	128					
30 Sep. '62	96.0						2.5	11.4			Long Island	2,567,162	361,312	1,852,716	782,462	15,213	2,928,474	100.5	226,611	283,457	109,137	2	42				
30 Sep. '62	297.5						268.1	351.8			New York Central	26,207,149	145,077	24,000,000	14,278,568		41,866,855	654.9	5,368,772	8,749,077	68	136					
30 Sep. '62	130.7						2.1	29.0			New York and Harlem	9,855,740	650,804	5,717,100	6,995,061	69,126	11,781,271	163.0	507,373	1,154,002	456,698	94					
30 Sep. '62	98.6						1.6	6.9			Niagara Bridge and Canand.	1,000,000		1,000,000			1,000,000	incl. in N.Y. Central.	60,000								
30 Sep. '62	118.0						3.8	17.8			Ninth Avenue (New York)	4,001,495		4,571,900	1,494,900		500,000		480,684	incl. in Ren. a. & Bar.							
30 Sep. '62	80.0						8.6	8.9			Saratoga and Whitehall	824,622	728,524	500,000	376,000	8,387	808,327	51.8	111,286	146,227	52,258						
30 Sep. '62	8.0						8.0				Second Avenue (New York)	606,510	135,557	650,000	450,000	42,500	1,142,500	8.0	243,066	51,499	88						
30 Sep. '62	13.0						0.4				Sixth Avenue (New York)	267,106	86,443	750,000	250,000	1,089,317	4,901,960	4,08,033	68,255	10	185						
30 Sep. '62	81.0						7.6	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540		1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,767						
30 Sep. '62	8.0						8.6	12	12	117	Third Avenue (New York)	1,652,705	104,321	1,170,000	400,000		1,757,029	8.0	2,000,000	580,726	62,978	12	240				
30 Sep. '62	34.9						3.7	10	9	125	Troy and Boston	1,371,676	198,937	606,911	808,600	271,097	1,686,508	50.0	247,898	271,158	134,958						
30 Sep. '62	18.5						2.7				Troy and Rutland	462,500			325,000			462,500	oper. by Vt. Co.								
30 Sep. '62	2.1						2.1				Troy Union	752,601			30,000			752,601	oper. by the 4 Comp's.								
30 Sep. '62	34.9						2.6	51.4	4	6	Utica and Black River	862,089	*		811,560			862,089	34.9	61,344	71,869	6,387					
NORTH CAROLINA.																											
31 May. '62	94.9						6.4				Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,963	35,572					
16	68	22.0									North Carolina	4,235,000		4,000,000													
16	59	97.0									Raleigh and Gaston	1,240,241			973,300			97.0			206,917	108,541					
126	161.5	15.0					23	18	182		Wilmington and Manchester	2,632,737		282,900	1,130,470	104,000	51,300	2,934,500	171.9		469,458	219,688					
40	161.9						24	32	144		Wilmington and Weldon	2,869,223		107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	236,201	8				
39	161.9						3.0				Western North Carolina	2,000,000		4,700	290,212		70,860	364,072									
83	58										Ohio.																
83	118.2						17	12			Atlantic and Great Western	3,080,584	*	11,000	1,859,813	1,169,000	2,128	3,376,255	118.2		541,150	234,320					
83	137.0						41	39			Central Ohio	6,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,310,432	141.0		699,716	230,561					
83	60.3						22	28	432		Cinc. and Hamilton and Dayton	2,933,758	431,083	91,947	2,156,800	3,384,000		3,988,193	198.3		877,404	464,415	10	120			
83	131.8						31.0	16	10	10	Cinc. and Indianapolis Junc.	6,250,841	*		2,441,176	3,032,000	228,973	131.8	3,376,255	118.2		541,150	234,320				
83	131.8						31.0	16	10	10	Cinc. and Indianapolis Junc.	4,230,777		723,116	74,010	5,000,000	228,973	131.8	3,376,255	118.2		541,150	234,320			</	

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending:	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.							
	Main Line.			Lateral and Branch Line		2nd Track and Sidings.		Road in progress or projected			Engines.		Passenger.		Freight, etc.		Companies.					Property and Assets.		Liabilities.					Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Dividends.		Price of Shares	
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.						
31 Oct. '62	28.2	—	1.9	—	—	—	110	630	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '62	95.9	—	34.8	—	—	—	10	14	63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '62	59.5	—	6.4	88.5	—	—	121	61	1,312	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '62	468.3	—	59.7	—	—	—	7	4	66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '62	9.4	—	1.1	5.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '62	15.2	—	15.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '62	28.0	—	6.2	—	—	—	5	1	439	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '62	29.6	—	2.5	—	—	—	4	4	101	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '62	26.4	—	3.0	—	—	—	5	11	23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Aug. '63	60.0	—	2.0	—	—	—	12	17	103	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '62	13.6	—	0.5	—	—	—	4	3	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '62	13.2	—	1.5	182.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '62	64.9	—	47.4	4	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '62	109.6	—	—	—	—	—	13	9	176	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
1 Jan. '63	40.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Jan. '63	143.2	—	21.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Aug. '63	22.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 July '63	32.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
28 Feb. '63	102.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '62	136.0	—	106.0	—	—	—	62	59	790	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 July '63	26.1	—	41.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Sep. '63	47.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1859. ....	—	—	17.0	2	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1859. ....	30.0	—	1.8	12	10	171	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
1859. ....	140.0	—	8.0	10	10	128	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
1859. ....	271.6	—	19.4	20.0	—	—	43	87	667	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
1859. ....	271.6	—	20.0	8.9	9	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
1859. ....	100.0	—	30.6	55.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
1859. ....	50.0	—	40.1	7	5	119	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
1859. ....	47.4	—	2.3	4	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1859. ....	34.2	—	7.0	12	2	81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '63	149.7	—	44.0	7.9	—	17	819	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1860. ....	45.8	—	4.2	11.7	5	6	82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1860. ....	30.0	—	0.6	8.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1859. ....	55	—	158.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1859. ....	50.0	—	184.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1859. ....	60.0	—	1.5	75.0	2	1	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1 May '63	70.0	—	6.0	280	7	5	124	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1859. ....	25.0	—	110.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
1859. ....	28.0	—	756.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
31 Aug. '63	110.3	—	6.6	—	12	199	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
31 Aug. '63	16.0	—	20.8	18																																		

## New York Stock Exchange.

Actual Sale Prices for the week ending November 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.

American Coal Co.	95	95	94	96	96	94
Buffalo, N. Y. & E. M.	-----	-----	-----	-----	-----	-----
California Is.	-----	-----	-----	-----	-----	-----
Canton Co.	33	34	35	34	34	34
Central Am. Transit	-----	34	33	-----	-----	-----
Chicago & Alton	86	-----	88	86	85	-----
" " pref.	-----	-----	96	-----	-----	-----
" " 1M.	-----	104	-----	-----	-----	-----
" " Inc. b'ds	-----	-----	-----	-----	-----	-----
Chicago, Burlington & Qu.	-----	119	119	119	119	119
" " 8 p.c.	-----	-----	-----	-----	-----	-----
Chicago & Northwest'n.	49	49	49	50	50	49
" " pref.	-----	-----	-----	-----	-----	-----
" " 1st M.	92	92	92	92	92	93
" " 2d M.	78	78	80	80	80	80
" " S. F.	-----	104	-----	-----	-----	-----
" " A. B.	-----	-----	-----	-----	-----	-----
" " L. B.	-----	-----	-----	-----	-----	-----
Chicago & Rock Is.	106	106	107	108	107	106
" " 1st M. '70.	-----	-----	-----	-----	-----	-----
Clev. Col. and Cin.	157	-----	-----	-----	-----	-----
Clev. and Pittsburgh	108	108	109	109	108	107
" " 1M.	-----	-----	-----	-----	-----	-----
" " 2M.	-----	-----	-----	-----	-----	-----
" " 3M.	103	103	102	102	102	102
" " 4M.	86	86	86	86	86	86
Clev. and Toledo	117	117	118	118	117	116
" " S. F. 7 p.c. '12	112	112	112	112	112	112
Cumberland Coal, prof. 40	39	40	41	39	38	38
Del. Hudson Canal	178	179	179	179	179	179
Del. Lack. & West.	-----	-----	-----	-----	-----	-----
" " 1M. 8 p.c. '71	-----	-----	-----	-----	-----	-----
" " 2M. 8 p.c. '81	-----	-----	-----	-----	-----	-----
Erie	105	106	108	108	108	107
" " pref.	103	102	103	104	103	102
" " 1M. 7 p.c. '67	-----	-----	111	-----	-----	-----
" " 2M. 7 p.c. '79	-----	114	-----	115	-----	-----
" " 3M. 7 p.c. '85	-----	-----	-----	112	-----	-----
" " 4M. 7 p.c. '80	-----	108	-----	-----	-----	-----
" " 5M. 7 p.c. '88	-----	-----	-----	-----	-----	-----
Galena and Chicago	111	111	111	111	109	109
" " 1M. 7 p.c. '63	-----	-----	-----	-----	-----	-----
" " 2M. 7 p.c. '75	-----	-----	-----	110	-----	-----
" " 1M. Ex. '82	-----	-----	-----	-----	-----	-----
Hann. & St. Jo. pref.	-----	-----	-----	-----	-----	-----
" " bonds	-----	-----	-----	-----	-----	-----
Hudson River	127	126	128	129	128	126
" " script	94	94	-----	-----	95	95
" " 1M. 8 p.c. '08	-----	-----	-----	-----	-----	-----
" " 2M. S. F. '12	-----	-----	-----	-----	-----	-----
" " 3M. 7 p.c. '75	-----	-----	-----	-----	-----	-----
Illinois Central script	123	122	123	124	122	124
" " full stock	120	-----	119	119	117	-----
" " Can. bd. sc. 105	-----	-----	-----	-----	-----	-----
" " bonds	120	120	120	120	120	120
Marist & Cin. Is. pref.	74	-----	-----	-----	-----	-----
" " 2d	51	51	51	51	51	51
Mariposa Mining Co.	43	43	43	43	42	41
Michigan Central	125	125	127	128	126	127
" " S. F. 8 p.c. '82	-----	-----	-----	-----	-----	-----
" " conv. 8 p.c. '69	-----	-----	-----	-----	-----	-----
M. S. and N. I.	81	83	83	84	83	81
" " guard	142	141	141	141	141	141
" " 1M. 8 p.c. 110	109	109	110	110	110	110
" " 2M.	104	104	104	104	104	104
Mil. and P. du Chien	61	60	61	62	61	61
" " 1st pref.	-----	-----	-----	-----	-----	-----
" " 2d pref.	90	-----	87	-----	-----	-----
" " 1st M.	-----	-----	-----	-----	-----	-----
Minnesota Mining Co.	-----	-----	42	-----	40	-----
Miss. & Mo.	-----	-----	64	-----	-----	-----
Missouri Is.	65	65	66	66	66	66
" " Is. to H. & St. J. R.	84	-----	85	-----	-----	-----
N. J. Central 1st M.	-----	-----	-----	-----	-----	-----
" " 2d M.	-----	-----	-----	-----	-----	-----
New York Central	136	136	138	138	137	136
" " 7s. 1864	-----	-----	-----	-----	-----	-----
" " 7s. S. F. '76	-----	-----	-----	-----	-----	-----
" " 7s. conv. '76	133	133	138	138	137	136
" " 6s. S. F. '83	-----	108	-----	106	-----	-----
N. York & Hartm.	96	96	97	99	96	94
" " " pref."	-----	-----	-----	-----	-----	-----
" " 1M. 7 p.c. '78	-----	108	-----	106	-----	-----
" " 2M. 7 p.c. '64	-----	-----	-----	-----	-----	-----
" " 3M. 7 p.c. '67	-----	-----	-----	-----	-----	-----
Norwich & Worcester	-----	-----	-----	-----	-----	-----
Ohio & Miss. cov.	-----	-----	-----	-----	-----	-----
Pac. & St. J. R. S. B. Co.	216	-----	213	-----	-----	-----
Panama	187	-----	-----	-----	-----	-----
Penn's Coal Co.	104	-----	104	-----	104	-----
Phila. and Reading	124	125	126	125	125	125
Pitts. Ft. W. & Chicago	86	85	87	88	86	85
" " 1M.	-----	-----	110	-----	-----	-----
" " 2M. 104	-----	-----	-----	-----	-----	-----
" " 3M.	-----	-----	-----	-----	-----	-----
Quicksilver Mining Co.	64	63	63	64	64	63
S. L. Alton & T. H.	61	61	62	60	62	62
" " pref.	-----	-----	-----	-----	-----	-----
" " 1M.	-----	-----	-----	-----	-----	-----
" " 2M. pref.	92	-----	92	-----	-----	-----
" " Inc. b'ds	83	-----	-----	84	-----	-----
Tennessee Is. 1890	65	59	60	68	59	59
Toledo & Wabash	-----	-----	-----	49	-----	-----
" " Pref.	-----	-----	-----	-----	-----	-----
" " 1M.	-----	-----	-----	-----	-----	-----
" " 1M. ex.	-----	-----	87	-----	-----	-----
" " 2M.	-----	-----	-----	-----	-----	-----
" " Int. b'ds.	-----	-----	-----	-----	-----	-----
Virginia Is.	53	-----	-----	-----	-----	-----

## New York Stock Exchange.

Actual Sale Prices for the week ending November 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.

FEDERAL STOCKS:—	-----	-----	-----	-----	-----	-----
U. S. 5s. 1871, reg.	-----	-----	-----	-----	-----	98
U. S. 5s. 1871, coup.	-----	-----	-----	-----	-----	98
U. S. 5s. 1874, reg.	-----	-----	-----	-----	-----	98
U. S. 5s. 1874, coup.	-----	-----	98	98	98	98
U. S. 5s. 1881, reg.	-----	-----	108	108	108	108
U. S. 5s. 1881, coup.	109	109	109	109	109	109
U. S. 5s. 1881, O. W. L. Y.	-----	-----	104	104	104	104
U. S. 5s. 1881, " ty.	-----	-----	104	104	104	104
U. S. 5s. 1887, reg.	-----	-----	102	102	102	102
U. S. 5s. 1887, coup.	102	102	102	102	102	102
U. S. 5s. 1 year certif.	102	102	102	102	102	102
U. S. 5s. " new 98	93	93	93	93	93	93
U. S. 5s. 5-20s, coupon.	100	100	100	100	100	100
U. S. 6s. " reg.	106	106	106	106	106	106
7.30 Notes, Feb. & Aug. 107	106	106	106	106	106	106
American Gold	152	152	153	154	150	148

## Boston Stock Exchange.

Actual Sale Prices for the week ending November 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.

Boston and Lowell	106	-----	126	127	-----	-----
Boston and Maine	-----	-----	126	127	-----	-----
Boston and Providence	134	-----	137	138	-----	-----
Boston and Worcester	-----	-----	137	138	-----	-----
Cheshire, pref.	50	50	50	50	50	50
Concord	62	-----	-----	-----	-----	-----
Connecticut River	104	104	104	104	104	104
Eastern, Mass.	93	93	93	93	93	93
Eastern, N. H.	98	98	98	98	98	98
Fitchburg	114	-----	-----	-----	-----	-----
Manchester & Lawr'co.	-----	115	-----	-----	-----	-----
Michigan Central	-----	-----	-----	-----	-----	-----
Northern, N. H.	69	69	70	70	70	70
Old Colony and Fall R.	-----	-----	145	145	145	145
Pb., W. & Baltimore	67	67	67	67	67	67
Portland, Sac. & Porta.	-----	-----	-----	-----	-----	-----
Vermont & Canada	-----	-----	-----	-----	-----	-----
Vermont & Mass.	38	38	38	39	39	39
Western	152	152	152	152	152	152
Broadway (Horse)	-----	-----	-----	-----	-----	-----
Cambridge	125	125	125	125	125	125
Metropolitan	80	80	79	79	79	79
Middlesex	108	108	108	108	108	108
Central Mining Co.	16	16	56	57	57	57
Franklin	52	52	52	51	51	51
Isle Royale	28	27	27	27	27	27
National	31	31	31	31	31	31
Camden & Amboy	31	31	31	31	31	31
" " 6s. '67	-----	-----	-----	-----	-----	-----
" " 6s. '75	-----	-----	-----	-----	-----	-----
" " 6s. '83	104	104	104	104	104	104
" " 6s. '89	31	31	31	31	31	31
Harrisburg	72	72	72	72	72	72
Lehigh Navigation	61	61	61	61	61	61
" " 6s. -----	-----	-----	-----	-----	-----	-----
" " script	49	49	49	49	49	49
Lehigh Valley R. R.	-----	-----	-----	-----	-----	-----
" " script	49	49	49			

chest of General Bazaine. We have often noticed in our remarks on the precious metals, that the United States, much as the despotic Governments of Europe profess to hold ours in contempt, is the only country to which when they want money they come for it. Our institutions, our liberal and prompt methods of business, our auction and cash system, all favor the rapid conversion of goods into money, and with an ease and certainty not to be found in any other part of the globe. It is the easiest thing possible to obtain gold and silver, therefore, when it is wanted abroad, by sending to this country; and if more is wanted than the balance of trade can command, there is a large body of foreign bankers and agents who sell time bills on their principals in Europe, and get as much more as required. When these bills come due, they redraw and remit, and so on as long as convenient. We repeat the opinion, that but for the enormous amounts thus obtained, the bank of England and that of France would suspend specie payments in ninety days.

So large is the drain from both those institutions at the present time, that the rate of interest is expected to be put up to 7 per cent. in Threadneedle St. before the month of November closes.

With regard to the movements in our domestic securities we have only to report great steadiness in those of the Government, and continued animation in railway shares. The recent rise in most of the latter brought out a good many sellers to realize profits, and a slight reduction followed as is always the case, to be almost immediately succeeded by another advance, and new strength in the market for the time being. This was the condition of the street in the early part of the week, and as Thanksgiving day came in to break up the continuity of operations, but little variation could be expected. Speculation is rife as to what Mr. Chase will do; whether he will operate with the means he has already at his disposal, or ask Congress for leave to increase the quantities of his legal tender issues. A large party desire him to adopt the latter course, for in no other way do they expect to realize their contemplated profits. On the contrary, there is equally a large number who believe we have paper money enough in circulation to conduct the business of the country, and supply the necessities of the war. We are so assured of Mr. Chase's financial skill as well as his conservative opinions, that we dare venture the prediction, he will not inflate the currency one single dollar more, if he can avoid it. There is one form of expenditure which we think should be immediately put an end to; and that is the further extension of our navy. We have nearly five hundred ships of war to oppose an enemy that have but four. There is not a port of the rebels which is not successfully and efficiently blockaded. What do we want a hundred new vessels for? It is a waste of money to build them, and we hope Congress will interfere and stop these unnecessary jobs. The war cannot last much longer, our foreign relations are more peaceful than ever, and what in the name of common sense are we to do with six hundred vessels of war?

We notice that Mr. Peabody, the great Anglo-American banker of London, with forty associates has resolved to put on a line of large steamers between London and New York without

delay, three having already been temporarily secured to begin with.

It is to be hoped that our Government, as soon as the war is over, will place our fastest wooden steam sloops at the disposal of the post office department, and make mail packets of them to run between New York, and Liverpool, Havre, Cadiz, Havana, St. Thomas, Carthagena, Rio, Buenos Ayres, and also establish a line between San Francisco, and Japan and China. We have forty or fifty of these vessels which will be of no future use in war, which, commanded by United States officers, with partial equipments and half crews would re-establish and revive our commercial correspondence with all those places. If we wait for private companies, and subventions to each, our commerce will not revive in twenty years.

The American merchant flag has disappeared from the ocean, although the navy department has five hundred vessels at its disposal. In abler hands and by the policy we foreshadow, it may do something to restore our maritime prosperity.

We refer our readers to our tables this week for those details which are usually given in connection with our subject.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—State 6s, 1872, 115; do., 1868, 110; Indiana 2½s, 55; do., 5s, 82½; Peninsular R. R. 1st mort., 80; Dubuque and Sioux City, pref., 72; Wyoming Valley Coal Co., 85@90½; Bucks Co. Lead Co., 1½; Manhattan Bank, 140; Bank of State of New York, 128; Ocean Bank, 104; Hanover Bank, 101; Continental Bank, 100; Merchants Bank, 110; Market Bank, 104; Bank of Commonwealth, 103; Importers and Traders Bank, 109.

**Philadelphia.**—Camden and Atlantic, 13; do., pref., 23; West Chester, 10½; Elmira 5s, 78½; Pittsburg 6s, R. R., 76½; do., Municipal, 90; Union Canal, 2; do., scrip, 25; West Branch Canal, 90@100; New Creek, 1; Girard College R. R., 27; Big Mountain, 5¾; Green Mountain, 6½; Bohemian Mining Co., 8; Northern Liberty Bank, 66; Commercial Bank, 53; Bank of North America, 150½; Union Bank, 42; Manuf. and Mechanics Bank, 27½@28; City Bank, 53; Philadelphia Bank, 123; Kentucky Bank, 90. The latest quotations are: City 6s, 104@104½; do., new, 108@108½; State 5s, 99½@100; Reading, 62½@62½; do., 6s, 1870, 106@107; do., 1886, 125½@126½; Camden and Amboy, 170@172; Pennsylvania R. R., 72@72½; do., 1st mort., 109½; do., 2d mort., 106@107; Little Schuylkill R. R., 52@52½; Morris Canal, 73@74; do., pref., 139@139½; Susquehanna Canal, 16½@17; do., 6s, 64½@65; Sch. Nav., 19½@20; do., pref., 35@35½; do., 6s, 1882, 90½@91; Union Canal bonds, 27@27½; Delaware Div. Canal, 39½; do., bonds, 103; Elmira and Williamsport, 37@38 do., pref., 54@55; do., 7s, 1873, 109@111; Beaver Meadow, 77@78; Harrisburg, 72@72½; Long Island R. R., 42@43; Lehigh Coal and Navigation, 61@61½; do., scrip, 49½@50; North Pennsylvania, 28½@24; do., 6s, 96½@97; do., 10s, 120@123; Philadelphia and Erie, 30½@31; do., 6s, 104@104½; Minehill, 61½@61½; Catawissa, 10@10½; do., pref., 81½@31½; Lehigh Valley, 84; do., bonds, 106; Frankfort and Southwark (horse,) 58@60; Second and Third, 83@85; Race and Vine, 18½@19; West Philadelphia, 69½; Spruce and Pine, 14½@15;

Green and Coates, 45@46½; Chestnut and Walnut, 58; Arch, 32½@32½; Thirteenth and Fifteenth, 30@34; Seventeenth and Nineteenth, 11½@12; Girard College, 26½@27; Tenth and Eleventh, 48; Norristown, 59@60; Lombard and South, 16@22; Ridge Avenue, 21@22½.

**Boston.**—Salem and Lowell R. R. 6s, 100; Eastern R. R. 6s, 1874, 104; Cheshire R. R. 6s, 1880, 103½; do., 1874, 103½; Vermont and Mass. R. R. 6s, 1865, 103; Sullivan R. R. 1st mort., 40; Northern (Ogdensburg), 2d mort., 24½; Rutland and Burlington 1st mort., 65½; Vermont Central, 1st mort., 80; do., 2d mort., 18; Southern Midland bonds, 105; Mad River and Lake Erie R. R. 7s, 1866, 63½; Old Colony and Newport R. R., 143½@145; New York and Boston Air Line, 20; do., 6s, 65; Old Colony and Fall River R. R. 5s, 1867, 110½; Boston and New York Steamboat Co., 104½; Massachusetts State 6s, 1876, 121; Vermont 6s, 1874, 106; Connecticut 6s, 1882, 107½; Maine 6s, 1883, 107; Portland City 6s, 1875, 107; Boston 5s, 1885, 113; Roxbury 6s, 1876, 105½; Bath 6s, 1891, 108½; Cambridge 5s, 1882, 100; Albany 6s, guar., 106½; Boston Water Power Co., 47; Cary Imp. Co., 10%; East Boston Co., 13½; Waverly Co., 2½; Union Steamship Co., 160; Essex Co., 89; Boston and Roxbury Mills, 60½; Merchants and Miners' Transp. Co., 175; Boston Wharves Co., 96; Lawrence Gas, 117; Firemans' Ins. Co., 75½; Eliot Ins. Co., 80; N. E. Marine Ins. Co., 112½; Equitable Ins. scrip, 40; Equitable Safety Ins. Co., 93; Hide and Leather Bank, 103½@104½; Merchants' Bank, 98%; Webster Bank, 104½; Safety Fund Bank, 102; Fanuel Hall Bank, 120½; South Reading Bank, 94; Rockland Bank, (Roxbury,) 112; Atlas Bank, 100; Blackstone Bank, 106; Cambridge Market Bank, 94; Eliot Bank, 100; Bank of Republic, 100; Globe Bank, 129½; Acton Mining Co., 4½; Algoma, 2½; Bedford, 88c; Bolton, 3; Bohemian, 8; Bay State, 19½; Chaudiere, 45c.; Copper Falls, 30%; Columbian, 8½; Canada, 1½; Dacotah, 5½; Dana, 4½; Dudley, 4½; Eagle River, 7½; Flint Steel, 8%; Great Western, 4½; Hanover, 5½; Hancock, 14; Huron, 33½; Mandan, 3½; Manhattan, 4%; Mesnard, 13½; Madison, 6%; North Cliff, 7; Norwich, 7; Naumkeag, 7%; Native, 4%; New England, 2%; North Western, 10; Ottawa, 47½c.; Phoenix, 25; Pontiac, 8; Petherick, 11; Superior, 10%; Star, 6%; South Side, 6%; St. Mary's, 11½; Toltec, 4; Tremont, 5½; Wickham, 87½c.; Winthrop, 6½; Waterloo, 1½.

**Baltimore.**—N. W. Va. 3d mort., 21½@25; Santa Clara Mining Co., 8½; George's Creek, 71; Guilford, 60c.; Maryland 85c.; Gardiner Hill, 1; Springfield 2.15; Mechanics Bank, 19½. The latest quotations are: Balt. and Ohio, 94@94½; do., 6s, 1867, 104@108; do., 1875, 108; do., 1880, 107; do., 1885, 106@110; Northern Central, 42½@43; do., bonds, 1885, 104½; N. W. Va., 19; do., 1st mort., 105½@110; do., 2d mort., 103; do., 3d mort., 25; do., do., guar., 100; Central Ohio 2d mort., 104; do., 3d mort., 75; do., 4th mort., 42@50; do., income 1857-60, 30@36½; Western Md. bonds, 82½@83; do., guar., 106½; Maryland 6s, coupon, 1870, 110½@112½; do., Ins., 112@115; do., 1890, 112; Baltimore 6s, 1870, 100; do., 1873, 106; do., 1875, 108½@109; do., 1886, 109@109½; do., 1890, 109½@110; do., coupon, 108½@109; do., 5s, 1888-70, 100; City Passenger R. R., 17½@19.

**The Union Pacific Railway, Eastern Division.**

The general interest recently attaching to the Pacific Railway system, and the active efforts now being made to build its different lines, seem to render information on the subject, timely and desirable.

The system, as created by the act of Congress approved July 1st 1862, authorized the formation of a Company, to be called the "Union Pacific Railroad Company," empowered "to construct a Railroad and Telegraph from a point on the 100th meridian of longitude west from Greenwich, between the South margin of the valley of the Republican River, and the North margin of the valley of the Platte River, in the Territory of Nebraska, to the western boundary of Nevada Territory." To this company, is granted the privilege of right of way, with large donations of Government lands, and heavy loans of United States securities, to be furnished from time to time as the different sections of the road shall be completed.

It will be noticed that this road—intended to be the "main line" of the Union Pacific Railway—has both *termini* at arbitrary points in the great wilderness between the Missouri River and California. In order to complete the connections, west and east, the same privileges granted to this company are extended to the "Central Pacific Railroad Company," of California, and the "Leavenworth, Pawnee and Western Railroad Company" of Kansas, now known as the "Union Pacific Railway, Eastern Division;" thus providing for a continuous line from the Missouri River—where the Atlantic systems of Railway are supposed to end—to the Pacific Ocean.

But we find that one eastern termination was not sufficient to satisfy the interests of the Northwest, whose frontier extends through a reach of latitude sufficient in itself to embrace an empire; and as the Atlantic systems have already pushed forward their several connecting roads west of the Mississippi, further provisions were added to the bill, under which the "Union Pacific Railroad Company" was "authorized and required" to construct a branch railroad from the western boundary of Iowa to the point aforesaid on the 100th meridian of longitude; and also "whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City," to build another road from said Sioux City to connect with said branch. And in order to satisfy the demands of rival eastern roads, it was even further provided "that the Hannibal and St. Joseph Railroad Company of Missouri, may extend its road from St. Joseph *via* Atchison, to connect and unite with the road through Kansas," with an endowment equal to that provided for the other branch, for one hundred miles of its length.

None of the companies named, have yet commenced active operations except the Central of California and the Union Pacific of Kansas. The latter, organized under the laws of that State, was, previous to this endowment by Congress, greatly enriched by Indian lands secured by treaty at nominal prices; and early in the summer of the present year, the franchise was purchased by parties resident in New York, and a new organization effected, with Gen. J. C. FREMONT as President. The contract of construction for the whole line, some four hundred miles in length, was let to Messrs. SAMUEL HALLETT & Co.; and

the head of that firm at once went upon the ground and actively commenced the work of building the road.

Perhaps greater difficulties in the way of rapid progress, never were presented to a contractor. Another firm had, nearly a year previous, taken a contract from the old Company to do the same work; and though so little had been accomplished under it, that the company held it to be forfeited and had notified the parties to that effect, still they had a sufficient case upon which to institute suits at law, and to make statements very damaging to the progress of the road. Mr. Hallett was met in the outset by law-suits which threatened to paralyze all his powers; besides which the great scarcity of labor on the frontier, made it seemingly impossible to organize a force for efficient duty. Under these discouraging circumstances, Mr. HALLETT displayed an executive ability which surprised even his best friends, familiar with his powers as a financier and negotiator, but unprepared to see him, with irresistible vigor, grapple these difficulties of execution, and break so triumphantly through machinations woven for his entanglement. A stranger to the region in which his labor lay—going there at a period of unequalled summer heat, when the stoutest laborers shrank from their daily tasks—commencing operations on the shores of the Missouri river, across which rebel bushwhackers would fire with impunity upon his men, he never for a moment hesitated in his resolve to complete forty miles of his road before the New Year. In the face of such resolution, and a tireless energy, all obstacles seemed to disappear. Drawing his laborers from Canada and the western states, and from the servile population of Missouri with a skill and tact that soon peopled his line with workmen, he also seized upon the latest mechanical contrivances to multiply the results of their efforts. It is the best description of these results, to say that he has now the first section of forty miles of the main line graded, commencing at Wyandot, at the mouth of the Kansas river, and half as much more on a branch beginning at Leavenworth; and that the iron and rolling stock for this section are all purchased and on the way, and the bridges well advanced and ties prepared for laying down. Unless some unexpected obstacle should now be presented, the cars will be regularly running over the first section of forty miles, before New Years. During the time already spent, also, a troublesome law-suit for an injunction, has been tried and decided in favor of the company and Mr. HALLETT; and the military authorities have provided ample protection against any future disturbance of the North from rebel bushwhackers.

By this rapid advance, the vested rights of the company and the advantages of position have been greatly increased. The Eastern Division must of necessity reach the starting point of the main line—the 100th meridian—much sooner than any branch can do so; and thus will hold the key to the construction of that work. And being located in a central and commanding latitude, with the absolute control of all the vast New Mexican trade, (which alone would annually pay the interest on a road to Santa Fe,) and the power to throw its trade either toward the North or the South as may be desirable, it is unquestionable that the control of this road must soon be-

come an object for which all connecting eastern lines will inevitably struggle.

Meantime, the capitalists of the country have become awakened to the importance of the enterprise, and have, at a very late period, subscribed the amount of stock required to organize the main company, and elected a board of officers. Grave questions of legality meet them at the beginning; not only the lapse of time to which we adverted in a previous article, and by many deemed fatal, but the doubt as to *the power of Congress* to charter a company for construction in the new territories. It is a fact that the powers among which this is perhaps the most important, were, in the Organic Acts of these territories, *transferred by Congress to their Legislatures*; and good lawyers are positive that that body can now no more bestow charters for railroads in Nebraska than in New York.

Of this, however, as a net result, we may be certain: that the interest of the country and of our railroad men, is at last fairly awakened to the idea of the Pacific Railway; and that the work, in one way or another, will now be prosecuted with energy and dispatch.

**SPECIAL CAUTION TO Railroad Companies & Car Spring Manufacturers.**

Notice is hereby given that the Metallic Car Spring Co. of New York are the sole assignees of the Patent granted to Richard Vose of New York, March 11, 1862 (re-issued Feb. 24, 1863) for an improvement in Steel Spiral Springs; that they thereby own the entire and exclusive right of making, using, and vending to others to be used, any form whatever, of Steel Spiral Spring which is protected from entire exhaustion and from contact of Steel against Steel by mean of the *interposition of India-rubber, wool, or other elastic gummy, or fibrous substance* between its coils; and that they will hold responsible and prosecute for damages, all persons who may either make, use or vend Spiral Spring packed as described.

RICHARD VOSE,  
Sec'y Metallic Car Spring Co.,  
No. 54 William st., N. Y.

**Tunnel under Lake Michigan.**

The construction of the Lake Michigan tunnel is to be commenced immediately. The Board of Public Works of the City of Chicago have assigned the contract to Messrs. Dall & Gower of Harrisburg, Pa., at \$315,139, the work to be completed in two years, according to the plan and specifications already published. The contract was signed, and it is understood the contractors will at once enter upon the work.

**The Gems of Colorado.**

The Colorado Mining Register, says that among the rocks in that territory, are found beautiful translucent quartz crystal, tinged with crimson and purple and often classed as amethysts, amazon stones, beryls, opals in varieties, garnets and turquoise. On the plains, are found the most beautiful and curious of agates, birdseye, catseye, moss and fortification. Sardonyx, jasper and malachite also abroad. Here too are obtained fossils in great abundance. We understood that these precious stones are beginning to be kept for sale at all the jewellers' shops in the territory, and we wonder they have not yet found their way to New York.

**Edinburgh and Westminster Reviews.**  
We have received from Messrs. Leonard Scott & Co., No. 38 Walker st. their reprints of the last two above-named Quarterlys. The former, the October number contains an article, which strictly comes within the purview of this JOURNAL, the subject being the trigonometrical surveys, or as they are termed in the article, the Cadastral survey of Great Britain. It is a clear and intelligible description of the process, its history and its results, and is worthy of the study of our Engineers, affording them valuable hints for conducting their surveys. Those who may be engaged on the Pacific Union Railway should give it their particular attention.

**Railroads in California.**

Four lines of railroads will be in operation in California next month—one running from San Francisco to San Jose, another from Marysville to Oroville, a third from Goslinville to Brighton, and a section of the Pacific Railroad from Sacramento. In addition to these the work is progressing on the railroad from San Jose to Stockton and on the Folsom and Placerville road.

The California and Oregon Railroad Company have completed their surveys and arrangements, and will lay their reports and maps before Congress during the winter.

**Pacific Mail Steamship Company.**

The following gentlemen have been elected Directors of the Pacific Mail Steamship Company for the ensuing year, from Nov. 11, 1863: Allan McLane, Howard Potter, Francis Skiddy, Charles A. Davis, William Dennistoun, Leonard W. Jerome, Elisha Riggs, Charles H. Russell, and William Skiddy. Messrs. Jerome, Riggs, Russell, and William Skiddy are new members.

**Fort Edward, Sandy Hill and Glen's Falls Railroad.**

At a meeting of the Directors of the Fort Edward, Sandy Hill and Glen's Falls Railroad Company, held at Sandy Hill, Oct. 10th, a communication from parties interested in the Hudson River and Lake Ontario Railroad was received, stating that the work on their road is soon to be commenced; that the route is to be changed so as to run through Glen's Falls and intersect the White-hall and Saratoga Railroad at Fort Edward, and the Directors were directed to construct their road in view of that fact. Therefore, the Board adjourned to December 19th.—*Whitehall Chronicle*.

The new track of the Central road, between Clyde and Lyons, which makes a double track from this city to that point, was put into use for the first time yesterday. Very heavy freight trains were run over it, which aided by the heavy rains, sank it a short distance in several places; but not enough to prevent its further use. It will be immediately put into perfect condition. The track between this city and Rochester is now double, except between Lyons and Palmyra—sixteen miles.—*Syracuse Standard* 17th.

**Schuchardt & Gebhard,  
BANKERS,  
21 NASSAU ST.,  
NEW YORK.**

**BILLS OF EXCHANGE**

At sight or 60 days on all the principal cities of Europe.  
LETTERS OF CREDIT for travellers in Europe, and also COMMERCIAL CREDITS.

**UNION  
STEAM AND WATER  
HEATING COMPANY,  
FOR WARMING AND VENTILATING  
PUBLIC BUILDINGS, PRIVATE RESIDENCES,  
GRAPERIES, GREENHOUSES, ETC.,  
UNDER GOLD'S IMPROVED PATENTS.**

**PRINCIPAL OFFICE.** { 634 BROADWAY,  
NEW YORK.  
T. F. BRINSMADe, Agent.

**ALEXANDER'S  
ROOFING  
CEMENT-PAINT  
FOR  
Railway & Steamboat Co's,  
BUILDERS and BUILDINGS generally.**

**THIS PAINT** is warranted not to Crack or Scale either on Wood, Iron, Tin, or Canvas. The ingredients in its composition are all of a preserving and protective nature. This Paint is now extensively used by Railway Companies and pronounced much cheaper, more durable and satisfactory than what was previously used. It is 2-3ds heavier in body than any other Paint. Give this Paint a trial, and if not found as represented no charge will be made for it. Send for descriptive circular and references.

**W. G. PERKINS, Gen'l Ag't,  
271 Broadway,  
NEW YORK.**

**NEW ENGLAND  
MUTUAL LIFE  
INSURANCE CO.**

**CASH ACCUMULATION, \$2,500,000.  
Clear Surplus, \$1,250,000.**

**WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.  
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The oldest and most reliable wholly Mutual Company in the United States, established in Boston 1843, and uniformly successful. **DIVIDENDS paid in cash. Send for documents—supplied gratis.**

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**The Mercantile Mutual  
INSURANCE  
COMPANY,  
No. 35 WALL ST., NEW YORK.**

**INCORPORATED, APRIL, 1842.**

**ASSETS OVER \$1,250,000.**

**MARINE and Inland Transportation risks on Vessels.  
Freight and Merchandise insured on the most favorable terms.**

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

**ELLWOOD WALTER, Pres't.  
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**ÆTNA  
Fire Insurance Company  
of New York,**

**CASH CAPITAL, \$200,000. No. 170 Broadway. CHARTERED 1824.**

**INSURES** Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms; also, **Inland Navigation & Transportation Risks.**

The Insured receive 75 per cent. of the Net Profits annually, without incurring any Liability. When preferred, a discount will be made in lieu of participation in Profits.

**SCRIP DIVIDEND OF 1861 ... 50 per cent.  
SCRIP DIVIDEND OF 1862 ... 50 per cent.**

**JACOB BROUWER, President.  
LIVINGSTON SATTERLEE, Sec'y.**

**SAFEST AND CHEAPEST SYSTEM OF INSURANCE.**

**Scrip Dividend for 1861 ... 60 per cent.  
Scrip Dividend for 1862 ... 60 per cent.**

**Washington Insurance Co.,**

**172 Broadway, cor. Maiden Lane.**

**Assets Feb. 1, 1863 ... \$528,521 51  
Contingent Liabilities ... 5,000 00**

**Cash Capital and Surplus ... \$523,521 51**

**INSURES** Buildings, Merchandise, Furniture, Rents, Lease Cargoes and other Insurable property, against loss or damage by Fire, and **INLAND MARINE RISKS, on the Lakes, Rivers and Canals.**

Three-fourths of the Profits divided annually to the insured without their incurring any Liability whatever.

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WM. K. LOTHROP, Secretary.**

**OFFICE OF THE  
COLUMBIAN (MARINE)  
INSURANCE  
COMPANY.  
Corner of WALL and NASSAU Streets.**

**CASH CAPITAL ... \$1,000,000**

**Total Assets, June 2nd, 1863, less } \$2,008,651 03.  
Losses adjusted and paid, }**

**LOSSES PAID IN GOLD**

Upon RISKS on which the PREMIUM is paid in like Currency.

**DEALERS** with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid \$300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon BULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

**B. C. MORRIS, President.  
THOS. LORR, Vice-President.  
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.**

**BRASS SWITCH LOCKS,**

**MARKED with initials of Road, with chains and keys.  
EXTRA LOCKS AND KEYS—when ordering  
Locks and Keys to match others, enclose key in letter.**

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67 Water street,  
BOSTON.**





**Platt, Johnson & Co.,  
BANKERS and BROKERS,  
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DEALERS IN  
GOVERNMENT SECURITIES & GOLD.  
STOCKS AND BONDS  
BOUGHT AND SOLD  
At Brokers' Board and at Private Sale on Commission.**

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MONEY INVESTED, AND  
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No. 24 PINE STREET,  
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STOCKS, BONDS AND GOVERNMENT SECURITIES  
BOUGHT AND SOLD ON COMMISSION.**

**THE BRITISH AND AMERICAN  
EXCHANGE  
BANKING CORPORATION,  
L I M I T E D .**

Established under the Companies' Act, 1862,  
WITH LIMITED LIABILITY.

AUTHORIZED CAPITAL...ONE MILLION STERLING.  
In 20,000 shares of £50 each.

Already issued, 15,000 shares of £50 each.

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LIVERPOOL—Manager, Wm. Williamson, Esq.

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JOHN GALLOP, Esq., Assistant Manager.

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Commercial Agents, Messrs. HOWLAND & ASPINWALL.

BANKERS.

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LIVERPOOL—The Bank of England.

MANCHESTER—The Bank of England.

INDIA AND CHINA—The Oriental Bank Corporation.

NEW YORK—THE BANK OF AMERICA.

SOLICITORS.

London—Messrs. Cottrell & Sons.

LIVERPOOL—Messrs. Fletcher & Hull.

NEW YORK—Messrs. FOSTER & THOMPSON.

THE BRITISH AND AMERICAN  
EXCHANGE BANKING CORPORATION,  
(LIMITED)

Having opened offices at No. 63 WALL ST., NEW YORK, is prepared to sell and buy Sterling Bills of Exchange and to issue Commercial and Travellers' Credits, available in all parts of the world. Commercial Credits issued for use in the East Indies, China and Australia, will be upon the Oriental Bank Corporation of London.

Further particulars may be ascertained on application at the office, No. 63 Wall St., NEW YORK, August 24, 1862.

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**EDWARD KING,  
(Late of the firm of JAMES G. KING'S SONS,)  
OFFERS his services at the Board of Brokers for the purchase or sale of  
STOCKS, BONDS AND  
GOVERNMENT SECURITIES.  
No. 4 HANOVER ST.**

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BANKERS AND BROKERS,  
No. 50 EXCHANGE PLACE, N. Y.  
STOCKS AND BONDS  
BOUGHT AND SOLD ON COMMISSION.**

**WILLIAMS & PAGE'S  
PASSENGER CAR LAMPS  
FOR KEROSENE OR COAL OILS.**

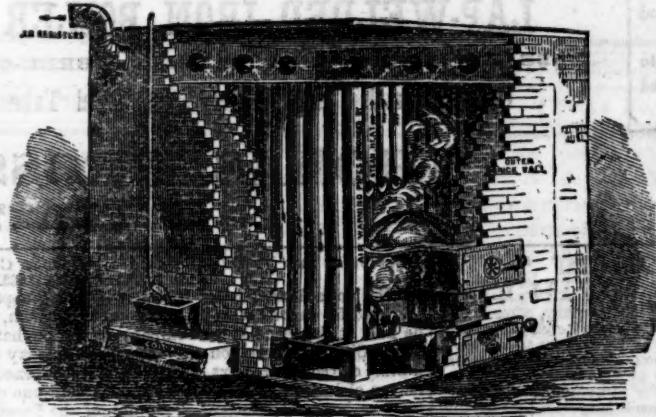
THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the side of the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, requiring no reflectors, and lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are easily taken care of as any lamp. A Full-sized drawing sent when requested.

For Cars with "raised" or "high" roofs we make these Lamps with brass arms to suspend in any required manner. Manufactured and for sale by

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FOR Warming and Ventilating  
Buildings of all descriptions,  
Granaries, Greenhouses, etc.  
THIS HEATER, HAVING  
BEEN THOROUGHLY TESTED,  
has proved to be the MOST  
PERFECT WARMING APPARATUS  
IN U. S. Parties having them in  
use, and to whom reference can be  
given, give them the highest  
recommendations.

Those requiring a SAFE AND  
PERFECTLY EFFICIENT APPARATUS  
FOR WARMING PURPOSES, are invited to call  
and examine before purchasing  
elsewhere.

Personal attention given to  
erecting the same, and a guarantee  
given for their successful operation.

**J. H. SIMONDS,  
Sole Proprietor,  
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The following Materials for the use of ARCHITECTS, DRAFTSMEN and ENGINEERS, for sale by

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PROFILE PAPER, Plate No. 1.

CROSS SECTION PAPER, Plate No. 2, five spaces to the half inch, in Red.

do. do. do. do. do. do. do. in Blue.

CROSS SECTION PAPER, five spaces to the inch.

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### Whatman's English Hand-made Drawing Paper,

MADE FROM PURE LINEN STOCK.

CAP	14 x 17	SUPER-ROYAL	19 x 27	COLUMBIA	24 x 35
DEM	15 x 20	IMPERIAL	21 x 29	DOUBLE ELEPHANT	27 x 40
MEDIUM	18 x 24	ELEPHANT	23 x 28	ANT-QUARIAN	31 x 53
ROYAL	19 x 24	ATLAS	26 x 35		

Either of the above sizes mounted upon Muslin.

WHITE DRAWING PAPER, IN ROLLS, from 40 inches to 55 inches wide.

do. do. do. mounted upon Muslin.

BROWN ROLL DRAWING of various widths.

ENGLISH TRACING CLOTH, 30 and 36 inches wide.

do. CLARIFIED and CLEARED TRACING CLOTH, 30 and 36 inches wide.

FRENCH "VEGETAL" TRACING PAPER of Royal, Super-Royal, Imperial, Columbia, and Double Elephant size.

PROTRACTORS in Boxwood and Ivory. SCALERS in Boxwood and Ivory. SECTORS in Boxwood and Ivory.

ENGINEERS' AND ARCHITECTS' BOXWOOD PLOTTING SCALERS, 6, 12, and 24 inches long, of assorted divisions.

BOXWOOD TRIANGULAR PLOTTING SCALERS, 6, 12, and 24 inches long, of assorted divisions.

ORDINARY DRAWING SCALERS, Series A, 4, 4, 4, 1, 1, and 3 inches to the foot.

do. do. do. do. C, 10, 20, 30, 40, 50, and 60 parts to the inch.

do. do. do. do. SOLID TRIANGLES. OPEN TRIANGLES. T SQUARES.

### SCROLLS OF VARIOUS PATTERNS AND SIZES

GUNTER'S BOXWOOD SCALERS, 12 and 24 inches long.

GUNTER'S BOXWOOD SLIDING SCALERS, 24 inches long.

ENGLISH EBONY PARALLEL RULES, 6, 9, 12, 15, 18, 21, and 24 inches long.

THUMB TACKS in Brass and German Silver, different sizes and qualities.

RULING PENS, in Brass, Steel and German Silver.

DIVIDERS, 4, 6, and 8 inches, in Steel and German Silver, of various qualities.

FRENCH PROPORTIONAL DIVIDERS.

ENGLISH MATHEMATICAL INSTRUMENTS, in Fish Skin, and Mahogany Cases.

FRENCH MATHEMATICAL INSTRUMENTS, in Brass, Double Gilt, and German Silver, from \$2 to \$75 per Case.

CHESTERMAN'S ENGLISH TAPE LINES 50, 60, 70, 80, and 100 feet, in tenths and links.

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## RAILWAY TIRES

MANUFACTURED BY

**FRIED. KRUPP,**

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These Celebrated Tires  
are made  
**WITHOUT A WELD.**  
Over 70,000 of them  
have been supplied.

By their extreme durability they are more economical than any others, being cheaper at their cost than Iron ones gratis.

THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Naugatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brazil); Grand Trunk, Great Western (Canada); European and North American (N. B.); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula.

STEAMBOAT SHAFTS. KRUPP'S CAST STEEL RAILWAY AXLES. ANCHOR FLUKES.

CITY RAILWAY COMBINATION WHEELS AND AXLES.

PROPELLER BLADES, ETC., ETC., ETC.

## LAP-WELDED IRON BOILER TUBES.

TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enamaled Iron Water Pipe, Steel Tubes, etc., etc.

They wear equally and  
are free from lamination.  
They are not liable to  
fracture and are unaffected  
by extreme cold.

They have received the  
highest approval from all  
RAILWAY COMPANIES  
that have them in service.

**THOMAS PROSSER & SON,**  
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**PATENT**  
**SOLID EMERY WHEELS.**  
The New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 51 Beekman st., (up-stairs,) New York.

**RAILROAD,  
SHIP,  
BOAT AND  
BRIDGE SPIKES,**  
MANUFACTURED BY THE  
**NEWARK SPIKE CO.**,  
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**SANFORD'S  
MAMMOTH  
OR  
GLOBE  
HEATERS.**  
The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.  
Beware of imitations that are inferior in strength and in other respects.

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HUDSON RIVER RAILROAD OFFICE, N. Y.  
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.  
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here before used.

CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY  
**SANFORD, TRUSLOW & CO.,**  
Nos. 239 and 241 Water street, New York.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO.,

ALBANY, November 2, 1863.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the ninth.) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,  
Secretary.

## The COSMIOPOLITE PARLOR RADIATOR, & GAS BURNER,

Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a st. pleasan heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

**SANFORD, TRUSLOW & CO.,**  
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**Sanford's  
CHALLENGE  
HEATERS  
SET IN BRICK,  
PORTABLE  
OR AS**

## FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE

WITH PURE, SOFT AIR

Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS

AND THE

Greatest Fuel Saver in the World:

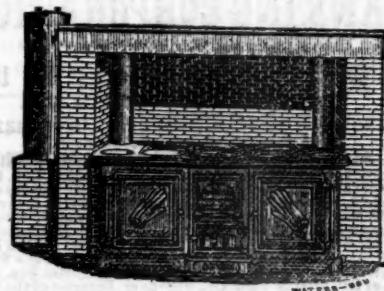
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

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## BROWNE'S METALLIC WEATHER STRIPS, AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., 312 Broadway, corner of Fulton st. Local Agents wanted everywhere.



## Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the LARGEST OVENS of any in the market; BAKES PERPETUALLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.



## Beacon Light SUMMER AND WINTER PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market. Three sizes, adapted to coal, or wood.

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